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FLYING SAUCER REVIEW

INCORPORATING FLYING SAUCER NEWS

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The Lesson of Cosford

WHILE this REVIEW would not claim that the Cosford landing—or non-landing—of an unidentified flying object last winter was anything approaching a classic sighting, its aftermath proved highly significant and instructive. The FLYING SAUCER REVIEW decided that, whatever the facts, the Cosford Affair possessed certain features that should be probed relentlessly. As the Air Ministry was involved at an early stage it was unlikely that we should be able to arrive at the truth—as we managed to in the Charlton Crater affair last year—but the real object of our exercise was to test the Ministry's reactions by persistent questioning.

The issue at stake, after a number of letters had passed, was no longer a question as to whether a flying saucer had been seen, but a matter of dispute between two individuals. One of them was Mr. Wilfrid Daniels who investigated on the spot on behalf of, among others, the FLYING SAUCER REVIEW: the other was a Church of England Chaplain, Flight Lieutenant Henry whom Mr. Daniels met by accident at Albrighton, near Cosford, last February. Readers of our March-April issue will recall that, according to Mr. Daniels, the padre stated that two boy apprentices, who were "not drunk and are quite sane and sensible" became scared when they saw "what you would take for a flying saucer . . . down on the ground. As they watched it a trapdoor in the upper part slowly opened." The padre's account went on to tell how the boys then ran for cover and alerted the camp.

After questioning Cosford direct and having received half a dozen varying "explanations" the whole matter was referred to a Mr. B. E. Robson of the Air Ministry in Whitehall. It had apparently been decided, we know not by whom, that a single explanation should be adopted. Let us state quite clearly that this explanation may be sincerely believed in. It is possible that those who hold that the flying saucers do not and cannot exist must seek some alternative explanation and come to accept it. However that may be, the explanation given was that the two boy apprentices had in some way or other misled their elders. No, it was not exactly a joke we were told. One of our readers, who also wrote to the Air Ministry, was told that the affair did not really amount to a hoax. It was "high spirits". On the telephone this reader had been answered with a "you know what boys are" approach. It was only when she replied that she didn't that her questions were referred to the Air Ministry in London.

The FLYING SAUCER REVIEW, which had listed the various explanations given and had asked which one was to be regarded as official, was finally told that "nothing at all" had happened. This, of course, was a semantic evasion: a hoax, or something not quite a hoax, is an incident

and it had already been explained that it was this "incident" that had caused the rumour in the locality of a saucer landing. It was reassuring, however, to know that no action was being taken against the two boys, one of whom, by the way, is called Ian Jones.

It was at this stage that we left the flying saucer to look after itself, and we concentrated our guns on Flight Lieutenant Henry. Having received the Air Ministry's assurance that there was no censorship, we wrote immediately to the Padre giving him the good news and asking him if he would now clear the whole matter up once and for all by letting us have his own story. We were quite prepared for a reply to the effect that he had been misled by the two boys, but no answer was received. Subsequently, we learned that our letter had been referred to the Air Ministry in London.

In answer to one of our letters pinpointing the Padre's alleged statements to Mr. Wilfrid Daniels we were told that this was based on a misunderstanding, but how such a misunderstanding could possibly have arisen over words so definite and unequivocal was not explained. In the meanwhile, Mr. Daniels, quite understandably, wrote to the Air Ministry protesting at the implied slur on his veracity, and repeated his original conversation with the padre. Those who may be inclined to say that it is one man's word against another's should be reminded that this is not so. It is one man's word against a third party and for that reason alone we must accept the direct testimony of a witness of sound character and reputation.

What we have learned from Cosford is this. There is and there is not a censorship on the subject of flying saucers. Our readers are free to investigate and to publish the results of their investigations in the press or over the air. With regard to R.A.F. personnel, however, the censorship is strict. They are not allowed to talk to civilians or to the press concerning unusual incidents that take place at their stations. Whether flying saucers are specifically included in the list of subjects that may not be voiced we do not know. We suggest that they could be included in a general embargo upon any event that occurs. In our previous issue we quoted Colonel Wigg's list of innocuous happenings that were held to be taboo.

According to Mr. Wilfrid Daniels, whose word we accept, Flight Lieutenant Henry (whose name, by the way, Mr. Daniels did not disclose; it was discovered independently by the REVIEW) foretold that security would clamp down on the Cosford issue and that it would be more than his job was worth to talk openly about it. Was Flight Lieutenant Henry silenced? What we can say is that the most curious incident of all is the fact that the one man who could have disposed of the whole matter and saved the Air Ministry and the REVIEW a very lengthy correspondence has not once put pen to paper to repudiate the conversation which Mr. Wilfrid Daniels swears took place and which he faithfully recorded. Our readers can, and no doubt will, draw their own conclusions.

CHANGE OF ADDRESS

The FLYING SAUCER REVIEW has been obliged to change its address again. Our new address is now:

c/o Mr. CLACKSON
72-78 FLEET STREET
LONDON, E.C.4.
Telephone: FLEet Street 2626

GLOBAL ORTHOTENY

New Pitfalls

by Dr. Donald H. Menzel

Aimé Michel, in the May-June, 1963, issue of the *FLYING SAUCER REVIEW*, briefly announced that "local" Orthotenic alignments previously discovered could be extended so as to constitute great world circle lines. Dr. Donald Menzel now attacks this concept and also criticises the further developments in orthotenic research surveyed by Jacques Vallée in the November-December, 1963, issue. Jacques Vallée replies in the article that follows Dr. Menzel's.

JACQUES VALLEE has presented some more statistics designed to provide further evidence in favour of the Straight-Line Theory. The study purports to derive formulas for calculating the great circles supposed to represent global orthoteny. Let T be the longitude at which the great circle intersects the equator and u the inclination of that circle to the equator. Then a point on that circle, with longitude L_i and latitude Φ_i, conforms to the equation.

$$\sin(T - L_i) = \cot u \tan \Phi_i \quad \ldots\ldots\ldots (1)$$

This equation has two unknowns, T and u. Hence two points, giving two equations, serve to determine the great circle.

If, instead of 2, we have N points lying on or close to the line, the extra N-2 equations are redundant. Alternatively, we may find some way of averaging the points to derive the best possible great circle. Vallée applies the method of Least Squares for this purpose.

He makes the following substitutions:

$$\left.\begin{aligned} x_i &= \frac{\tan \Phi_i}{\cos L_i} \text{ and } y_i = \tan L_i \\ A &= -\frac{\cot u}{\cos T} \text{ and } B = \cos T \end{aligned}\right\} \quad \ldots\ldots (2)$$

Then equation (1) becomes:

$$y_i - A x_i - B = t_i \quad \ldots\ldots\ldots\ldots\ldots (3)$$

where t_i is the error if x_i and y_i do not lie exactly on the great circle.

This formula, however, gives artificially high weight to points near $L_i = 90°$, for which both the tangent and the reciprocal of the cosine go to infinity. I am sure that Vallée did not intend to give undue weight to the U.S. observations. His equations also give unduly high weight to observations from high latitudes.

To avoid both pitfalls, I should proceed as follows. Let

$$\sin \Phi_i = a_i;\ \cos \Phi_i \cos L_i = b_i;\ \cos \Phi_i \sin L_i = c_i$$
$$-\sin T \tan u = X;\ \cos T \tan u = Y \quad \ldots\ldots\ldots (4)$$

Then, the equivalent of (3) is:

$$t_i = a_i + b_i X + c_i Y, \quad \ldots\ldots\ldots\ldots (5)$$

and the sum of the squares of the errors becomes

$$S = \sum_{i=1}^{N} t_i^2 = \sum_{i=1}^{N} (a_i + b_i X + c_i Y)^2 \quad \ldots\ldots (6)$$

Differentiating, to get the minimum of S, we have

$$\left.\begin{aligned} \frac{\delta S}{\delta X} &= 2 \sum (a_i + b_i X + c_i Y)\, b_i = 0 \\ \frac{\delta S}{\delta Y} &= 2 \sum (a_i + b_i X + c_i Y)\, c_i = 0 \end{aligned}\right\} \quad \ldots\ldots\ldots (7)$$

We thus get two simultaneous equations to solve for X and Y, as follows:

$$\left.\begin{aligned} X \sum b_i^2 + Y \sum b_i c_i + \sum a_i b_i &= 0 \\ X \sum b_i c_i + Y \sum c_i^2 + \sum a_i c_i &= 0 \end{aligned}\right\} \quad \ldots\ldots (8)$$

These equations apply for any value of the latitude or longitude. A slightly different set will be necessary when the inclination is nearly 90°. These equations are certainly preferable to those given by Vallée. However, the applicability of least squares to the problem is somewhat doubtful. For least squares to work, the errors, t_i, must be truly random. We have no assurance that this is so. For example, a random distribution would result if we used the line as a target and established the stations by throwing a dart. Nevertheless, as I have previously noted (earlier article), the global orthotenists will get the shock of their lives when they use these equations in a truly global sense.

For a short arc like the Bavic line, the equations

are not sensibly different. But Michel has claimed that certain sightings in Brazil, Argentina, New Guinea and elsewhere are extensions of the Bavic line. I predict that the errors will be enormous when one tries to put a great circle through all the sightings.

Vallée further states that the distances between selected stations, divided by selected integers, give approximately the same figure. This new claim, in my opinion, is no more convincing than the other orthoteny "proofs". Experienced statisticians well know that, when a person starts to search for such relations, he can always find them, even in a series of purely random numbers. The streets of Las Vegas and Monte Carlo are paved with the hopes of gamblers who have had similar illusions.

THE MENZEL-MICHEL CONTROVERSY

Some further thoughts

by Jacques Vallée

TRANSLATION BY G.W. CREIGHTON

The author of this article is well known to readers of the *FLYING SAUCER REVIEW*. Jacques Vallée's scientific background is considerable and varied. He is a specialist in the field of electronic computers and is therefore well qualified to survey the statistics of Orthoteny and to draw authoritative conclusions. This article was received by the Editor on April 24, 1964.

THIS article is intended to serve two purposes: first, to answer Dr. Menzel's discussion of the method we have introduced for the computation of great circles and some attempts that were made to determine a fundamental interval along one of Michel's lines. Second, to clarify some points in the Menzel–Michel controversy which fall in the field of application of a method we have just recently developed and programmed for an IBM computer and which gives new indications about the statistical significance of the lines.

The first point is a purely unemotional, rational issue. This is not a discussion about the reality of the "objects" responsible for the reports, but a dispassionate debate in which very simple facts (the position of the observers on the ground) are examined: these points can be plotted on a map, their distances measured. Besides, no important discovery is at stake: never have I presented my "interval"* as anything other than an amusing phenomenon, and I have made no attempt to prove that chance alone could not explain it: Dr. Menzel does not either.

Methods to tabulate the great circles have been developed. But at no point in our article will Dr. Menzel find any allusion to the sightings in Brazil, Argentina or New Guinea, on which we have at the present time no real information, since their co-ordinates are unknown. The method we indicated has only been applied in a systematic fashion to French sightings of 1954. When it comes to the Bavic line, it certainly gives peculiar results. Of course, all it means is that six French towns are on a straight line (more precisely, on an arc of great circle) and obey a certain distribution with a certain precision. This does not prove or disprove that a material object of an unknown nature is the cause of the observed manifestations, but, if confirmed, it would indeed be a new indication in favour of the Straight-Line Theory and this perspective makes the hypothesis proposed in Michel's book worth investigating.

Precise French sightings

In order to check the predictions made about Global Orthoteny by Michel, one should introduce a system of weights, taking into account the precision with which the co-ordinates of each sighting are known, the number and reliability of the witnesses, etc. The equations we have presented

could easily be modified to allow such a system to be introduced. However, we have found the information on the basic data insufficient for such a refinement to prove of significant value. We have limited our study to precise French sightings (in which case both indeterminacies mentioned by Dr. Menzel do not have to be taken into account; besides, he is obviously aware of the fact that great circles presenting values of u or T close to 90° can be found automatically and handled through separate approximations by the computer).

The Least Squares Method

If the descriptions made by the witnesses are all to be attributed to optical illusions and errors, then we should expect the points to be distributed at random on the French territory if we neglect the influence of the density of population, as can be done in the case of Bavic, and we can make the natural hypothesis that the errors are random: the Least Squares Method is thus justified, especially with a relatively small number of points in the data vectors.

The problem of the statistical significance of the lines and networks is more important. A new approach to the problem has been programmed and tested on an IBM computer. The method will be published elsewhere in detail, but we feel we should mention it here because it casts a new light on several points in the Menzel–Michel controversy.

Dr. Menzel and his opponents seem to come to an agreement about the use of Mebane's formula in the statistics. This is certainly a mistake: Mebane's formula would provide a good approximation in the case of random distributions of a small number of points over unbounded areas, but when it comes to a real problem in which the area considered is limited with respect to the order of magnitude of the precision or probable error, and is topologically complex, these ideal considerations give only vague indications. For the actual distributions we are considering (of the order of 30 points for Poncey and Montlevicq, the two impotant networks) the figures given by Mebane's formula are off by a factor of two. This factor makes the difference between the 19 found by Michel for his 3-point lines and the 37 computed: "almost twice as many as actually observed!" writes Dr. Menzel: he will find in figure 2 the true reason for this discrepancy. The number found by Michel is really in good agreement with a random distribution of that amplitude, using a distance criterion of 2.5 kilometres.

This problem of the distance criterion is the occasion of two other mistakes in Dr. Menzel's refutation of Orthoteny. If he wishes to use arguments like "On a number of maps, the width often reaches and occasionally exceeds ten miles" he should provide the reader with a table of actual distances between the points and the mean great circles. On such a table the width of his "corridors" would be apparent. In 1961 I computed the elements of all 65 lines mentioned in the French edition of Michel's book and then, considering a catalogue of my own, based on a new analysis of the French files (independent of Michel's study) I calculated the distances of all well determined points to all 65 circles. This was a matter of some 14,000 computations of distances, and it showed that Michel had certainly not "invented" or "rediscovered" sightings after plotting the lines, and that his networks were verified with a much better precision than originally claimed by him. I had not published these results at the time because I was well aware of the dangers involved in claiming that they proved Orthoteny to be true: they proved Michel's good faith, and they proved that the lines and the networks did exist. Whether they existed as a consequence of chance or as a consequence of decisions taken by intelligent "visitors" was another problem. Most of the maps appearing in Michel's book are still true with a precision better than the nearest mile, and almost all of them are still true with a precision of 2.5 kilometers: these are the networks and the lines I have considered in all subsequent researches.

Dr. Menzel's other mistake

Dr. Menzel seems to have made another mistake on the subject of the distance criterion when, after deriving "more simply" Mebane's formula, and stating that he agrees with it, he says that Mebane had not properly defined the "corridor". His own definition does not appear more convincing.

Suppose that A, B, C and D are four sighting points, and say that they are defined with the same probable error (figure 1). "Connect the two points farthest apart—by a straight line (AC)—then draw, parallel to this line, two other straight lines—on either side of the original line—if the third point falls in this corridor we shall say that the line is straight". Now let us consider figure 1 closely. ABC, says Dr. Menzel, is straight. Then what about ABD? Should not the researcher introduce the distances between the points on the lines as well as the lateral distances due to the probable error? Would experienced statisticians give the same weight to lines of very different lengths? Should the lines drawn on an area like France be given the same treatment as lines drawn on areas of a different topology, like Italy or Great Britain? France being a spherical area, it is incorrect to consider straight lines in a rigorous computation: the geodesics are arcs of great circles; in the usual system of co-ordinates the difference between the

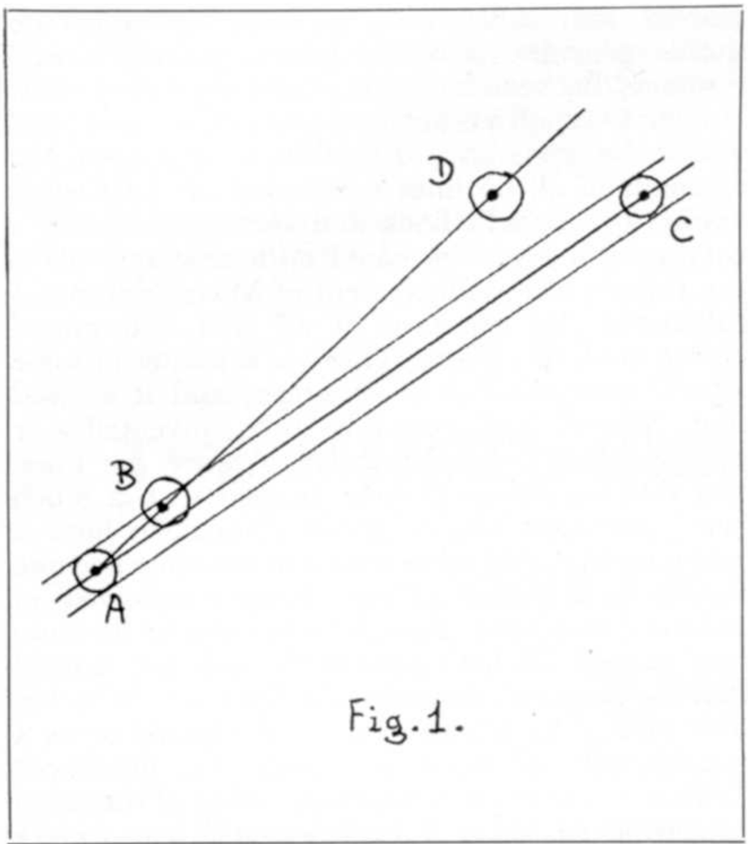


Fig. 1.

two can be of the order of what we consider our maximum probable error. This is indeed a topological problem, not a simple statistical question: we have an irregular spherical polyhedron (France) and a distribution of points over it: there is no analytical solution to the problem. The only proper approach is simulation.

Suppose we are able to define the boundaries of the polyhedron with a set of simple equations, and suppose that we generate random numbers and scatter the points defined by these numbers over the simulated area. The answer to our problem is then given by the following sequence of operations:

(*a*) For every pair of points in the distribution, compute the elements of the great circle they define, using the direct trigonometric method.

(*b*) Compute the orthogonal distances of all (N-2) other points in the original distribution and make a list of all points such that their distance is less or equal to a given delta (this is the proper definition of the "corridor").

(*c*) If this list is void, abandon this pair and go back to problem (*a*).

(*d*) If it is not void, but contains m points, recompute the elements of the great circle by Least Squares using the (m+2) points now in the "corridor". Compute their corrected distances and all interesting statistical parameters (standard deviation, etc.).

The results of this analysis, made with the help of a high-speed electronic computer, are given on figure 2, along with the figures given by Mebane's formula, and used by Dr. Menzel and Michel in their discussion. The random networks generated by this process are of the same order of complexity and "harmony" as Michel's network of October 7, 1954. Besides, the method gives the reason for the "subtle difference" found by Mebane between his "pseudo-orthoteny" and the original charts: this difference in regularity is a direct consequence of the topology of the area considered. Using our simulation method, probability areas for the network centres could even be predicted.

These results obviously pave the way for opponents of Orthoteny to claim that everything in Michel's charts is a consequence of pure chance. But the appearance of 5-, 6- and even 7-point lines, realized with good precision, is still to be explained. We would also like to know why a specific quality of sightings (type II) is associated with points like Montlevicq or Poncey. Should we explain the Poncey network as the sum of a pure

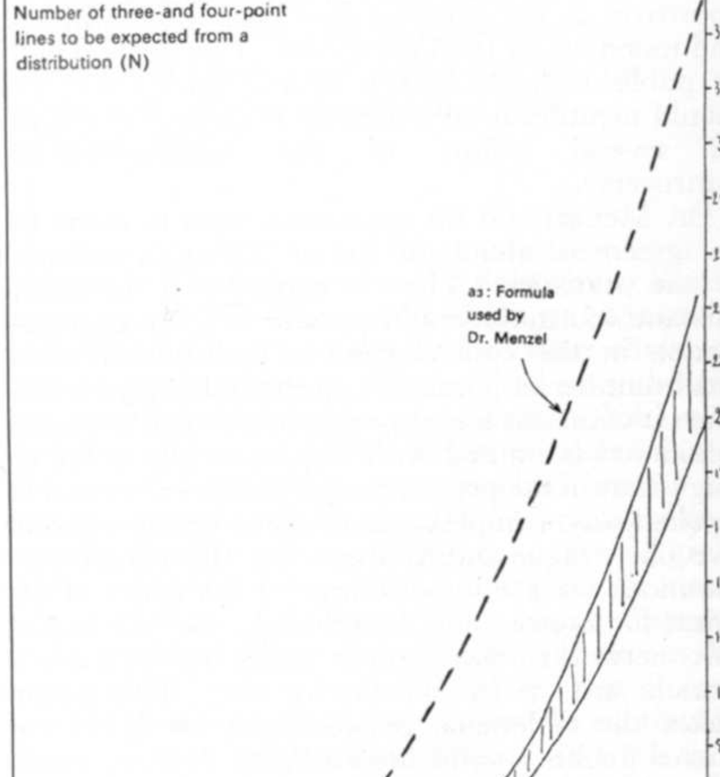


Figure 2

(*continued on page* 20)

A QUESTION OF TIME

Part Two

by Adrian Cox

IN the first part of this article in the March-April issue of the REVIEW I dealt with one of the basic reasons for scientists' unwillingness to accept flying saucers. By discussing the time aspect first I rather put the cart before the horse, but with flying saucers the problem of energy is less pressing. It has always been obvious, to those of us who are interested in UFOs, that they possess a completely different form of power from anything we understand.

The distances between stars are so enormous that we have to measure them in light years or parsecs. When we try to express them in miles we have to use impossibly large figures; for example, it is much easier to say 13 light years (or 4 parsecs) than to say 78,000,000,000,000 miles. When scientists talk of space travel they think of rockets. All very natural, but it does seem to make some of them a bit too dogmatic about what can and cannot be done—not by ourselves but by anyone anywhere.

Dr. Purcell's equation

When a rocket is used for any type of journey it has to carry sufficient fuel for four different accelerations. Let me explain: first there is the initial acceleration from rest up to the "cruise" velocity; secondly there is the deceleration from this velocity back to rest again at the destination, together with a possible landing; thirdly and fourthly, there is the reversal of the whole process for the return journey. I can best demonstrate what this means by quoting from an article in the book *Interstellar Communication**. In his article "Radio Astronomy and Communication through Space", Dr. Purcell of the Physics Department of Harvard University, U.S.A., has derived an equation for determining the relationship between the initial mass and the final mass of a rocket in the ideal case. He then worked out the results using, first, a perfect nuclear fusion and then a perfect anti-matter propellant for a round trip of 24 light years at a maximum speed of 0.99c (c=the speed of light). The results are astonishing. In the case of the fusion propellant we would need an initial mass of a little over a thousand million times the final mass. He tells us that there is no way to improve upon this unless we can think of a better reaction. Dr. Purcell then has a look at the results one could expect from about the most impossibly dangerous fuel imaginable—an equal quantity of matter and anti-matter. The point of this combination is that the matter and anti-matter annihilate, and the resulting energy leaves the rocket "at c or thereabouts" to use his own words. In this case the ratio of initial to final mass is 14 simply to *reach* 0.99c. However, to complete the round trip of 24 light years, it would need a mass-payload ratio of some 40,000 (the ratio is 14^4 and not 14 times 4). Therefore, to take a ten-ton payload on such a journey we would need a 400,000-ton rocket. Two small points have been omitted in the example. The first one is the problem of shielding the space ship from the matter in space. At a speed of 0.99c the hydrogen atoms in space look *to the space ship* exactly like 6 billion-volt protons (6 times 10^9). In the second case the earth has to be shielded from the energy output of the matter-anti-matter rocket. When matter and anti-matter annihilate the energy that is released is in the form of gamma rays.

Does this sound preposterous? Dr. Purcell intended that it should.

The nature of resistance

I think it should now be obvious why any advanced civilisation could not be expected to use rockets for space travel, and incidentally, why so many of our scientists are quite unable to accept flying saucers. If all you can imagine by way of a space ship is some form of monstrously ineffective rocket, then you would quite naturally have a great deal of resistance to the idea of anything as revolutionary as a flying saucer.

Flying saucers are certainly interstellar space ships. It might be interesting to try to see how they might have surmounted some of the more obvious difficulties.

The first one is the problem of energy. If we try to approach this in the light of present day knowledge we come up against the difficulties inherent in using "gravitational" machines of the type described in Chapter 12 (ibid*). The trouble with these machines is that they are almost impossibly

large (something of the order of several hundred miles). They also have to use binary stars to obtain their acceleration. The theory behind this being that one builds a vast machine which is large enough to harness the gravitational forces between two suns, and so obtain sufficient acceleration to give the space ship a boost on its way during a journey between different star systems. No, I think the answer is to be found in a fundamentally different approach. It is the same problem of trying to explain in present day terms something which is much more advanced than anything we know. If we look at UFOs and try to imagine how they have solved this problem, we are immediately baffled because we just do not know how they obtain their supply of energy. It might be by using some form of controlled thermonuclear reaction, but they may have got beyond the stage of using miniature "suns" to give them the energy they need. However, let us assume for the moment that they use a very sophisticated form of fusion process (with 100 per cent efficiency). This now brings us right back to the problem of the rocket. The energy output cannot be used directly for propulsion—it is inadequate as we have just seen. Therefore it has to be used as some kind of servo mechanism for the real power which would provide the actual propulsion. Here at last we do have some clues. They are the magnetic disturbances, coupled with the absence of radiation, which characterise the presence of a flying saucer. Leonard Cramp and others have suggested that they use some form of "gravitational" propulsion. However, the gravitational fields in space are very weak indeed, and would have no effect at all except on bodies of truly astronomical proportions.

A form of field force

Let us consider for a moment the sort of advances a civilisation which had flying saucers would be likely to have made in this context. At the moment no one has been able to produce a Unified Field Theory—i.e., one which unites all the different fields of force into one general theory. Such a race as theirs would almost certainly have solved this problem and have developed an application of field force that could be used to produce a very intense artificial "gravity" in the region of a space ship. Quite how this field would then be made to couple up with the very weak fields in space, so that they could use them to obtain acceleration, etc. I do not know. That they use a form of field force for their propulsion is certain, but just what it is and how it works, is almost anyone's guess. However, all this is too speculative, so let us turn to the next point.

The next difficulty is interstellar matter. The UFOs obviously get round this problem, but how? The answer will probably lie in the very fields they use for propulsion. Perhaps by giving one of them a positive charge so that the protons are deflected, but as this would have to be a very powerful field, it would act as a very strong attraction to any negatively charged particles. Fortunately as there are not so many free electrons in space, it may not be such a problem.

I have tried to suggest that far from being improbable, flying saucers are quite likely to be an inevitable result of the conditions and distances of interstellar space. The big problem arises when one tries to describe these vehicles other than empirically. We do not really understand how, let alone why, they work the way they do. We could say their shapes (some only) give us an idea of their nature; for example, the large cylinders are rather like glorified bar magnets, and the round ones in some way echo the shapes of planets, etc., but where the pole runs is difficult to know — possibly from top to bottom. Perhaps the last sentence gives, or *could* give, us a real clue about the way they work, if we could only understand the principles involved.

A few more points

The question of time is another of the problems. I have dealt with tempic fields, albeit rather sketchily, in Part I of this article. I would now like to bring up a few more points about them.

If time is a field, one would assume that it should be possible to reverse its polarity. If we could do this we might find that time would run in the opposite direction—from the future to the past. In a universe composed of anti-matter the tempic field would have an opposite polarity naturally, so that the normal polarity of a matter-universe would then become a reversed polarity. I do not think there is anything strange about this, but it might mean that we could not reverse the polarity except in an anti-matter universe. I would now like to go back to the "normal" tempic fields.

In Part I, I set out four points about time fields. The first two do not require further explanation, so I will confine myself to the last two.

In point three, I said that when two fields differ, and the difference is increasing, there will come a point when an observer ("A") in the weaker field will lose contact with the stronger field (observer "B"). It seems to me that the whole crux of "B's" disappearance is that he is not accelerated by any force applied from outside the system loosely called "B". This means that we cannot invoke the part of the Special Theory which states that no object can be accelerated *to* the speed of light, because it would require an infinite quantiy of energy. It is therefore something inherent in the nature of "B" that is causing his acceleration. This something is "B's" tempic field.

In point four, I said that the flow of force in a

tempic field is the passage of time. Any variation in a time field affects *all* the other fields of force within it, not just some of them. Conversely, the actions of any of the other fields appear to be quite independent of the intensity of the tempic field. In this respect a time field would seem to be different to the other fields of force in nature. Does this argue against time being a field-force, or does it argue for the special nature of the tempic field—in much the same way as anything travelling at the speed of light is endowed with certain characteristics not possessed by anything else?

Perhaps what we call "time" is the *result* of a field and not the field itself, rather like gravity the result of which is seen in the mutual attractiveness of large masses. If this is correct, then time is merely an empirical description of the result of a field, and in no way attempts to describe the field itself.

I have made three basic assumptions in this article. They are: (1) that time is a field and not an arbitrary measurement of the "interval" separating the happening of events; (2) that the late Wilbert B. Smith did contact, by some means or other, one or more occupants of a flying saucer; and (3) that, if he did, he was correct in his understanding of their information. The verification of the reliability of Mr. Smith I leave to those better qualified. All I have done is to think about time as if it were a field, and then I have tried to imagine some of its characteristics.

* *Interstellar Communication*, a collection of Reprints and Original Contributions, Ed. A. G. W. Cameron, W. A. Benjamin, Inc., New York.

In our next issue

Readers of the REVIEW **are advised that** *TODAY* **magazine in its issue on sale on July 13 will be returning to the subject of flying saucers. In a previous issue it reproduced an officially released photograph of a Vulcan Bomber taken at night last December at Coningsby, Lincolnshire. In the top left hand corner there appeared a mysterious object of a shape familiar to readers of the** REVIEW. **Another photograph has come to light and will be reproduced by** *TODAY* **magazine. In the next issue of the** REVIEW **both photographs will be reproduced and will accompany an article surveying the history of this object, the "explanations" offered by the Air Ministry and others and a summing up of the problem that confronts the saucer student.**

ARGENTINA 1962

A massive UFO visitation

by Gordon W. Creighton

1962 was a year of remarkable UFO activity over the Argentine. The following is a summary of a very large batch of newspaper clippings just received in England.

Sunday, May 13, 1962. At 4.45 a.m. a flight of 20 UFOs, displaying the most varied colours, were seen by numerous people in Rio Cuarto (Province of Córdoba). One saucer seemed to fall out of formation and come down like a shooting star to a distance of some 300 metres from an eyewitness's car. It could then be seen that it was a great fiery ball some 30 metres in diameter. Suddenly, from one side of this ball there shot out four small red globes. These then lined up behind the large ball and together all five flew away keeping the same formation with the large ball in the lead. In the neighbouring state of Mendoza many people saw the same craft.

Indeed, during the 24 hours from midnight of Saturday 12 to Sunday 13 of May, UFOs were seen all over the Argentine, and landings occurred at several places, such as Oncativo (Córdoba Province) and Zapala (Neuquén). One newspaper said that this vast flood of sightings might well mark a new era with regard to the UFO problem, a key-day in the history of Mankind. The paper added that strange cosmic happenings throughout the country had had a profound emotional impact upon the many eyewitnesses.

June 4. A UFO was seen over Olavarrai (Province of Buenos Aires), and newspapers called it a "space-ship". On June 10, the paper *La Nación* (Buenos Aires) reported that UFOs had been seen three times since the beginning of the year in Catamarca and that the Government of that Province had called upon the local astronomical society (newly formed) for an investigation.

Reports of landings

On June 13 the Buenos Aires paper *El Mundo* reported that there had been so many saucer sightings over the Bahia Blanca area that the Chief of Police in La Plata had summoned all eye-witnesses to appear before him and give statements. Some of the reports were of landings. The paper described the events as sensational and said the UFOs were visitors from space.

During the night of June 15, at Mar del Plata, numerous people saw a UFO, while at the neighbouring coast resort of Miramar a cigar was seen at 9.30 p.m. flying in from the direction of the South Atlantic. The whole craft was vividly illuminated and carried, in addition, three very bright lights (red in the centre, yellow on the right, and green on the left). The apparent size of the cigar was greater than the diameter of the Moon.

At 8.30 p.m. on June 18 a huge UFO, the apparent size of a football, passed at great speed over Córdoba and created a sensation.

A "cigar" overhead La Plata

During the night of June 21 many residents of La Plata telephoned the police and newspapers saying that a cigar was overhead and had been seen in the area several times during the past three days. Most observers said it was flying round in circles at great speed, periodically disappearing and re-appearing, and giving off red flashes. Reporting this particular case, one of the Tucumán papers noted that the UFOs seemed now to be coming down ever closer to the Earth, and that they were a theme of daily discussion among the public. Their presence in our skies at this time, the paper went on to say, could not fail to be connected with the growing crisis of our times. With every passing day they were revealing themselves more openly, so that "soon nobody will any longer be able to remain in doubt as to their presence. Then, like smoke dispersed by the wind, will be swept away the veil of confusion behind which vain attempts have been made to hide the supreme truth regarding their existence".

On June 28, *La Razón* (Buenos Aires) reported that on the previous day, in a perfectly clear sky, an extraordinary luminous body had passed rapidly from North-East to South-West over the town of Salta in the far north of the country, an area where so many UFOs had already been seen. The paper also reported that from around midnight of June 27–28 until noon on June 28 a constant rain of fine

ash-like dust had poured down on Salta and vicinity. Many had at first thought it was snow.

At about 2 p.m. on July 19, the whole body of over 150 workmen at the Auto Union DKW Car Plant at Sauce Viejo (near Santa Fé, which is North-West of Buenos Aires) saw a cigar moving rapidly towards the North-East. It seemed to be at a height of about 1,000 metres and gave out frequent blinding flashes. It was silent and left no trail, climbed and rapidly disappeared. Observers said the same type of craft had been seen there several times before.

Three UFOs.

At 7.45 a.m. on July 27, 180 schoolchildren in the town of Villa Tunuyuan saw three UFOs pass at great speed from north to south. They gave off a bluish light. Schoolteachers who were present added that the objects were discs and emitted blinding silvery flashes.

On August 1, according to a Tucumán paper, the driver of a vehicle was paced by a luminous cigar. The witness, an engineer named Ricardo W. Sommer, resident on Calle Rioja y Colón in the town of Chascomus (a few miles south of Buenos Aires) was accompanied by his wife. They were driving in his truck at 1.40 a.m. from Olmos towards Mar del Plata. Suddenly a blinding light behind seemed to indicate that some other vehicle was about to pass. But the light was fluorescent, and so bright that they could not even see the rear end of their own truck. Suddenly they found themselves right beneath a vast cylindrical craft travelling in the same direction as they were. In addition to the intense fluorescent light it was giving off reddish sparks. Señor Sommer made several attempts, but in vain, to escape from it by accelerating, and so they continued to travel along beneath it for no less than 15 kilometres until they reached La Atalaya, where the cigar turned away abruptly across country and vanished. Señor Sommer (an engineer by profession, be it noted, and no doubt an Argentine-German) declared to the newspaper that such a craft could unquestionably only be extraterrestrial.

Saucer lands on aerodrome

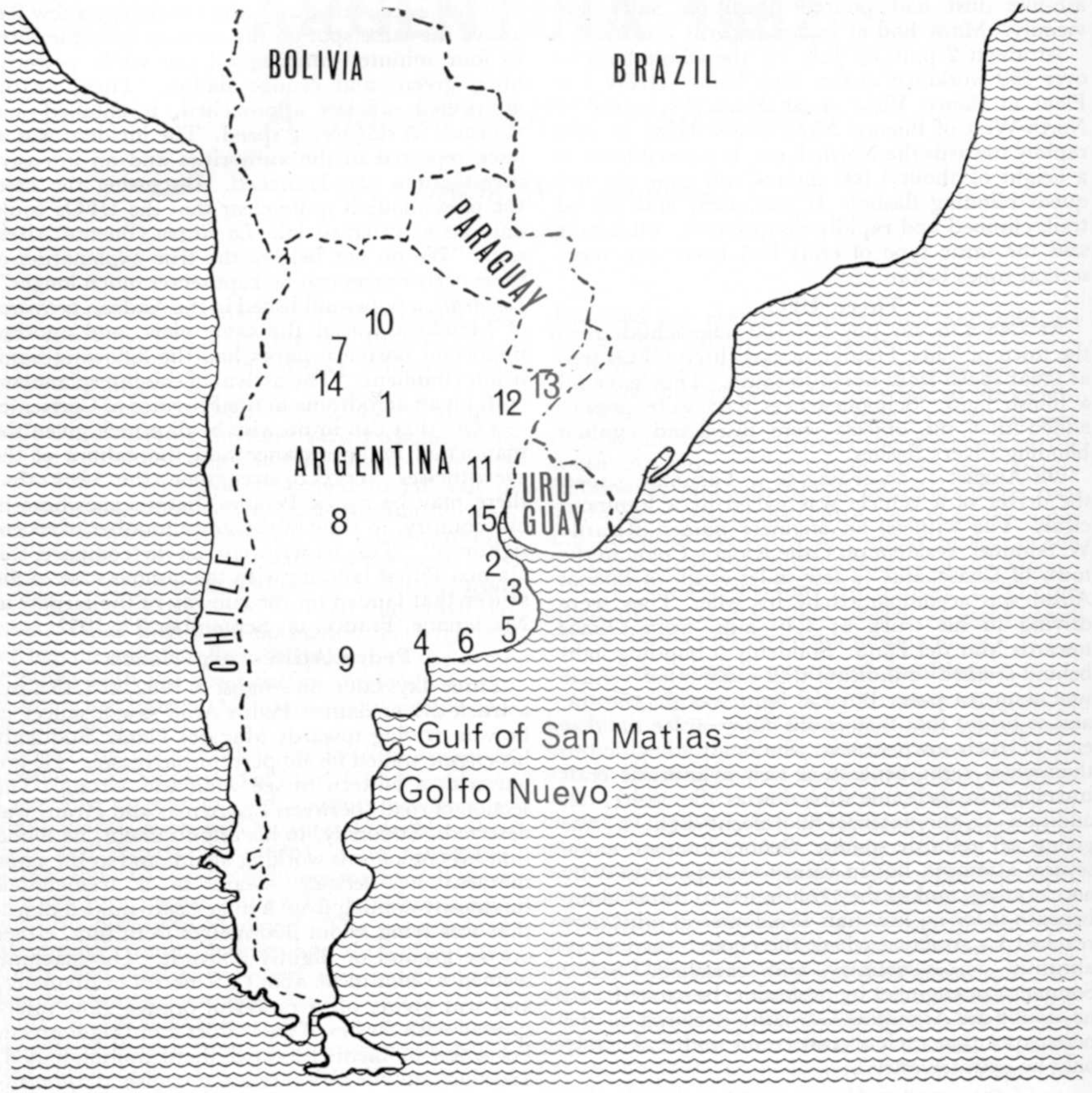
On August 2, various papers carried detailed accounts of a saucer landing on the aerodrome at Cambá Punat (province of Corrientes, far north-east tip of Argentina). The airport manager, Señor Luis Harvey, explained that he had been warned by his staff that an unannounced aircraft was about to land. He ran out on to the field and saw a luminous object circling above at high speed. Failing to get any reply to their signals, he and his staff prepared for a landing, but when the object came down they were astonished to see that it was no aeroplane at all but a completely spherical body that hung, hovering and also revolving, a few feet above the same spot on the runway for some three to four minutes emitting all the while powerful blue, green, and orange flashes. Then, as the astonished officials approached, it climbed and vanished at staggering speed. The incident was at once reported to the authorities and an intensive investigation was launched. Discussing the case, the press made it quite clear that the UFOs could only be extraterrestrial. *La Razón* (Buenos Aires) said: "We do not believe the true explanation of these occurrences can be kept secret much longer". *Los Andes*, a paper published in the Andean province of Mendoza voiced the same view, and another important northern paper had the following significant comment: "The arrival of this interplanetary craft on an aerodrome in the Province of Corrientes —a fact that can in no wise be disputed, given the manner of its appearance and the calibre of the eyewitnesses—serves to strengthen the view that there may be Space Peoples' bases somewhere in our country, in view of the great number of recent sightings". The paper went on to compare this Gambá Punat landing with the famous case of the saucer that landed on the runway of the airport at Marignane, France, on September 27, 1952.

Pedro Atilli's experience

Three days later, on August 5, 1962, at 1.45 a.m., a truck-driver named Pedro Atilli saw a saucer as he was driving towards Mar del Plata. Suddenly his engine stalled for no perceptible reason. He got out with a lantern to see what was wrong. The section of road (between Las Armas and Pirán) was deserted. Suddenly, to his astonishment, he found that his engine was working again, and at the same moment he became aware of a tremendous luminosity coming from a huge cigar-shaped object that was lying about 300 metres from him, either on the ground or slightly above it. The machine seemed to him to be about 25 metres in diameter, and was giving off a powerful orange glow interspersed with flashes of pale violet and bright green. For a few moments he stood there dumbfounded, and then saw the object rise and vanish at astonishing speed towards the West, now giving off a clear white light.

In the course of August, 1962, there were many press reports of sightings at Concepción de las Sierras, San Javier, and various other localities in Misiones Province (a wedge of Argentine territory running up between Paraguay and Brazil). On one particular evening, people in seven of these towns reported a squadron of five UFOs flying northwards towards Brazil. The objects were silvery-grey, and showed vivid red lights. They were elongated, surmounted by round cupolas.

In an interview with journalists which appeared



1 Córdoba
2 Buenos Aires
3 La Plata
4 Bahia Blanca
5 Mar del Plata
6 Miramar
7 Catamarca
8 Mendoza
9 Neuquén
10 Tucumán
11 Santa Fé
12 Cambá Punat
13 Misiones Province
14 Chumbícha
15 Ezezia International Airport

in various papers in August, 1962, Señor Vicente A. Bordoli, a truck-driver living at Mar del Plata, stated that when driving southwards along National Highway No. 3 which skirts the South Atlantic coast of the Argentine, he and his son Hugo Bordoli had frequently seen strange luminous craft both entering and leaving the sea. In his view these craft, veritable flotillas of them, are controlled by signals emanating from underwater bases, perhaps from large submarine mother-craft. Señor Bordoli concluded his statement by saying: "It is absolutely certain that in the depths of the Gulf of San Matías there is a flying saucer base. These happenings are common knowledge throughout a large region of Patagonia, where it is a regular and quite a normal thing for people to be heard speaking of the Martians."

"Soviet submarines"

Readers will recall the fiasco of February, 1960, when the Argentine Navy lost an enormous amount of face in trying (over a period of nearly two weeks) to sink or capture two "submarines"—allegedly Soviet, of course—in the Golfo Nuevo, or Nuevo Gulf. As the sketch map shows, this gulf is close to the Gulf of San Matías. Señor Bordoli's story now throws an enormous amount of light on that episode, especially as it was reported in the Argentine and British press *at the time* that flying saucers were involved and had been seen entering and leaving the sea in the Golfo Nuevo.

The current batch of reports contains nothing further for the period from August to December of 1962. But on December 11, at 2 a.m. in the morning, a dramatic event took place near a town called Chumbícha, between Catamarca and Córdoba, in the Andean region of North-East Argentine. Accompanied by his wife and son, Dr. Godofredo Lazcano Colodrero, Director of the Sobremonte Museum, was driving in his car from Catamarca to Córdoba. The moon was full. When they had gone some 7 kilometres from Catamarca, and some fifteen minutes after passing through the small town of Chumbícha, they saw, lined up in military order at the foot of the mountains and not more than 600 or 700 metres distant, seven brilliantly luminous saucers. Dr. Colodrero stopped the car and they sat there, watching, until, shortly afterwards, the squadron of saucers rose straight up and flew away at great speed, leaving behind them trails of intense luminosity.

On December 22, the Buenos Aires papers reported that, a day or so previously, a saucer had landed at 2.15 a.m. on one of the main runways of the International Airport at Ezezia, near Buenos Aires. The machine had remained there, sitting on the runway, until disturbed by the arrival of a giant Pan-American DC8 passenger plane. The principal witness interviewed by the Press was Señor Horacio Alora, officer in charge in the Flight Control Tower. He said that he and his colleague Señor José Besutti had watched as the intensely luminous UFO had landed right in the centre of the runway at a distance of some 2000 metres from the Control Tower. At that distance the object had the apparent size of a football. When it took off again, it went straight up to an estimated height of 500 or 600 metres, and then made off at vertiginous speed. He and his colleagues had in fact been getting ready to bring in the Pan-American DC8, and the behaviour of the UFO was consequently something that they had had to watch most carefully. One of the Buenos Aires' newspapers pointed out, in commenting on this case, that such a landing on an important international airfield proved clearly that the saucers were no longer content to land merely in out-of-the-way places. They were now coming down boldly on the principal airfields of the country. The paper went on to say that the Argentine Air Force was busy collecting all available information about this and many other UFO landings.

An astonishing situation

All this is just a résumé which I have made from one batch of clippings sent to us by a bank official in the Northern city of Tucumán. He says he has dossiers covering the past ten years, but can submit only these few reports at present, as these clippings are "spares". He adds that he can supply a summary of all his main material. Here, I submit, is an astonishing situation. For some years past the whole of the Argentine has been subjected to a most intensive visitation, and there are evidently bases there, both on land and in the sea. The subject is by now common knowledge, it seems, to most Argentinians. And yet, apart from the few reports that have appeared from time to time in the FLYING SAUCER REVIEW, what have the people of this country been able to learn about it all? Absolutely nothing. When enquiries were made of the Argentine Embassy in London at the end of 1962, the replies given by their Press Attaché and Air Attaché showed clearly that they both knew quite well what was going on. They even supplied me with a list of newspapers to which we might write. This was done. An identical enquiry in Spanish went out to a dozen important papers. At least one paper printed the letter, and the present batch of clippings from a private individual at once resulted. Since then, there has been silence. Have the Argentine authorities, or someone else, intervened to suppress any further replies to my enquiry?

NOV / DEC. 1964

THE DEADLY BERMUDA TRIANGLE

The following article appeared in the February, 1964, issue of the American magazine *Argosy*. It is perhaps the best and most comprehensive summary of one of the great unsolved mysteries of the sky. It will be noted that the late Wilbert B. Smith, head of the Canadian Project Magnet, is referred to though no mention is made of his connection with flying saucers. Project Magnet was, however, primarily concerned with UFOs and it was in the course of such investigations that Wilbert Smith claims to have received extra-terrestrial information concerning areas of turbulence in our atmosphere and means of overcoming them. (See "Binding Forces" by Wilbert B. Smith in *FLYING SAUCER REVIEW*, March-April issue, 1961). It should also be noted that the reference to Project Magnet is to the current American investigative body which seems to have taken over the activities of the discontinued Canadian project. A reference to this new Project Magnet is to be found in the March-April, 1964, issue of the *FLYING SAUCER REVIEW*.

WITH a crew of thirty-nine, the tanker *Marine Sulphur Queen* began its final voyage on February 2, 1963, from Beaumont, Texas, with a cargo of molten sulphur. Its destination was Norfolk, Virginia, but it actually sailed into the unknown. A routine radio message on the night of February third placed the ship near the Dry Tortugas.

The 254-foot vessel was overdue on February 6, and a search was launched for it. Planes took off from Coast Guard stations from Florida to Virginia, while cutters patrolled the Atlantic Coast. When no trace was found, the search was abandoned on February 14.

Five days later, in the Florida Straits, fourteen miles southeast of Key West, a Navy torpedo retriever picked up a life jacket and several bits of debris believed to have come from the tanker. Nothing more has been found.

Two strato tanker-jets

On August 28, 1963, two KC-135 four-engine strato tanker-jets took off from Homestead AFB, south of Miami, Florida, on a classified refuelling mission over the Atlantic. The crews totalled eleven men. The weather was clear.

At noon, the planes radioed their position as 800 miles north-east of Miami and 300 miles west of Bermuda. The planes were new, in radio contact with each other and they were not flying close together, according to an Air Force spokesman.

Then the planes vanished.

An extensive search was launched. Planes criss-crossed the area in formation, following a carefully planned pattern of observation. Vessels churned the surface of the sea.

On the following day, debris was discovered floating on the water about 260 miles south-west of Bermuda. No survivors or bodies were found.

It was presumed that the two planes had collided in the air, but two days after the disappearance, more debris was located—but it was 160 miles from the first discovery. What happened remains a mystery.

The mysterious menace that haunts the Atlantic off our south-eastern coast had claimed two more victims. Before this article reaches print, it may strike again, swallowing a plane or a ship, or leaving behind a derelict with no life aboard.

Other recent cases:

Two months earlier, on July 1, the 63-foot fishing boat *Sno' Boy*, under U.S. registry, sailed from Kingston, Jamaica, for Northeast Cay, a small island 80 miles south-east of Jamaica. Forty persons were aboard.

When it was overdue, the U.S. Navy and Coast Guard launched a search. Several bits of debris believed to be from the vessel were observed. Finally, after ten days, the search was abandoned.

On January 8, 1962, a KB50 Air Force tanker rolled down a runway at Langley AFB, Virginia, and headed east, bound for the Azores. Major Robert Tawney was in command of the crew of eight men.

A short time later, the tower at Langley received weak radio signals from the plane. Then the signals faded into silence.

Again, there was an extensive search, but there was no trace of wreckage or of bodies. After 1,700 fruitless man-hours, the search was ended.

During the past two decades alone, this sea mystery at our back door has claimed almost 1,000 lives. But even this is only an inference. In this series of disasters, not one body has ever been recovered.

U.S. Navy, Air Force and Coast Guard investigators have admitted they are baffled. The few clues we have only add to the mystery.

Draw a line from Florida to Bermuda, another from Bermuda to Puerto Rico, and a third line back to Florida through the Bahamas. Within this area, known as the "Bermuda Triangle", most of the total vanishments have occurred.

This area is by no means isolated. The coasts of Florida and the Carolinas are well populated, as well as the islands involved. Sea distances are relatively short. Day and night, there is traffic over the sea and air lanes. The waters are well patrolled by the Coast Guard, the Navy and the Air Force. And yet this relatively limited area is the scene of disappearances that total far beyond the laws of chance. Its history of mystery dates back to the never-explained, enigmatic light observed by Columbus when he first approached his landfall in the Bahamas.

The Bermuda Triangle underlines the fact that despite swift wings and the voice of radio, we still have a world large enough so that men and their machines and ships can disappear without a trace.

The Lost Patrol

Whatever this menace that lurks within a triangle of tragedy so close to home, it was responsible for the most incredible mystery in the history of aviation—the lost patrol. Here is the amazing story:

Early on a Wednesday afternoon, five TBM Avenger torpedo bombers lined up on runways at the Fort Lauderdale (Florida) Naval Air Station. The date was December 5, 1945.

Normally, the Avengers carried a crew of three —a pilot, a gunner and a radio operator. One crewman, however, failed to report on this day.

The bombers had been carefully checked and fuelled to capacity. The engines, controls, instruments and compasses were in perfect condition, according to later testimony. Each plane carried a self-inflating life raft and each man was equipped with a life jacket. All fourteen men had flight experience ranging from thirteen months to six years.

At two minutes past 2 p.m., the flight leader closed his canopy, gunned his engine, and the first plane roared down the runway. The others followed in quick succession, climbing up into the clear sky and heading east over the Atlantic at 215 m.p.h.

It was a routine patrol flight. The navigation plan for the formation was to fly due east for 160 miles, then north for 40 miles, then back southwest to the air station, completing a triangle. The relatively short flight would require about two hours.

The first word from the patrol came to the base control tower at 3.45, but the strange message did not request the expected landing instructions.

"Calling tower, this is an emergency," the patrol leader said in a worried voice. "We seem to be off course. We cannot see land . . .repeat . . . we cannot see land."

"What is your position?" the tower radioed back.

"We are not sure of our position," came the reply. "We can't be sure where we are. We seem to be lost."

Startled, the tower operators looked at one another. With ideal flight conditions, how could five planes manned by experienced crews be lost?

"Assume bearing due west," the tower instructed.

There was unmistakable alarm in the flight leader's voice when he answered. "We don't know which way is west. Everything is wrong . . . strange. We can't be sure of any direction. *Even the ocean doesn't look as it should.*"

Let's suppose that the patrol had run into a magnetic storm that caused deviations in their compasses. The sun was still above the western horizon. The flyers could have ignored their compasses and flown west by observation of the sun.

Apparently not only the sea looked strange, but the sun was invisible.

During the next few minutes, the tower operators listened in as the pilots talked to one another. The conversation progressed from bewilderment to fear, verging on hysteria.

The pilot's bewilderment

Shortly after 4 p.m., the flight leader suddenly turned over flight command to another pilot.

At 4.25 p.m., the new flight leader contacted the tower.

"Tower," he said, "we are not certain where we are . . . we think we must be about two-hundred-and-twenty-five miles north-east of base. It looks like we are . . ." The message ended abruptly.

That was the last word from the doomed patrol.

Tower operators signalled a rescue alarm. Within a few minutes, a huge Martin Mariner flying boat with full rescue and survival equipment and a crew of thirteen men was on its way.

The tower tried to call the Avengers to tell them help was *en route*. There was no reply.

Several routine radio reports were received from the Mariner. About twenty minutes after it left the base, the tower called the flying boat to check its

position. There was no answer.

What was happening out there over the sea 200 miles away?

By this time, it was dusk. Alarmed, operations at Fort Lauderdale notified the Coast Guard at Miami. A Coast Guard rescue plane covered the flying boat's route and reached the last estimated position of the missing patrol. There was not a sign of the six planes.

Navy and Coast Guard vessels joined the search. Through the long night, they watched for possible signal flares from life rafts. But no lights broke through the darkness above the black sea.

The scale of the Search

At dawn, the escort carrier *Solomons* moved into the area and dispatched its 30 planes in an aerial search. Within a few hours, 21 vessels were combing the sea. Above the ships were 300 planes flying in grid search pattern. The British Royal Air Force pressed every available ship into service from the nearby territorial islands. All during the day, the sky and the sea were methodically criss-crossed over an ever-widening area.

The intensive search continued on the following day, not only between Florida and the Bahamas, but 200 miles into the Gulf of Mexico. Twelve large land parties searched 300 miles of shoreline from Miami Beach to St. Augustine. Low-flying planes checked beaches south to Key West and north to Jacksonville. But not a scrap of wreckage or debris was found.

Military experts were baffled. How could six aeroplanes (including the large Mariner) and 27 men totally vanish in such a relatively limited area?

Did the planes eventually run out of fuel? While the Avengers were not especially buoyant, the Navy said they would remain afloat long enough for life rafts to be launched, and the crewmen "shouldn't even get their feet wet." All the missing men were trained in sea-survival procedures and had Mae West life jackets. After similar ditchings, Navy crewmen had existed for days, even weeks, in open sea.

Each plane had its own radio facilities. Why was no SOS received from at least one of the planes?

Commander H. S. Roberts, executive officer at the base, suggested that his flyers might have been blown off course by high winds. The Miami Weather Bureau reported that there had been gusts up to 40 m.p.h. in the general area where the patrol was last reported. These winds would not seriously influence flying.

A waterspout would affect only a low-flying plane. But if a freak waterspout *had* struck the patrol, there would certainly have been debris.

And what about the Mariner? Did it meet the same fate as the patrol?

All these theories disregard the puzzling circumstances reported by the flight leader: the curious observations and the strange inability to determine location.

On the night of the disappearance, the S.S. *Gaines Mills*, a merchant ship, notified the Navy that it had observed an explosion high in the sky at 7.30 p.m. No wreckage or oil slicks were found at the location given. But the explosion occurred more than three hours after the last radio message from the patrol, and it is unlikely that there is a connection. It may have been an exploding meteor.

"They vanished as completely," an officer of the Naval Board of Inquiry said, "as if they had flown to Mars."

A study reveals some possible clues.

"A hole in the sky?"

If the patrol had flown west, they would have reached Florida or the Florida Keys. If they had flown east, they would have seen the Bahamas; Grand Bahama is almost twenty-five miles long. South-east were the Great Abaca and Andros islands. Open areas were north and south, but on such a clear day, islands and the mainland should have been visible part of the time.

We can only conclude that the patrol planes were flying in a circle between Florida and the Bahamas. This would mean that all five compasses were thrown off erratically to the same degree. If the errors had been constant, they would have flown straight and seen land somewhere.

Something affected the compasses; and it may also, later, have silenced the patrol's radios. The twin-engine Mariner not only had the usual radio facilities, but a hand-cranked generator for emergencies.

Combine these facts with the strange appearance of the sea, plus inability to see the sun, and a possible theory is an unknown type of atmospheric aberration. This aberration might be called "a hole in the sky." Its exact nature and why it is localized to semi-tropical waters within and near the Bermuda Triangle are not known.

Officially, the Navy does not go along with this theory. Captain E. W. Humphrey, co-ordinator of aviation safety, puts it this way: "It is not felt that an atmospheric aberration exists in this area, nor that one has existed in the past. Fleet aircraft-carrier and patrol-plane flight operations are conducted regularly in this same area without incident."

The fact that patrol operations are made without incident is no evidence against the phenomenon. It is obvious that it occurs only occasionally in the well-travelled triangle area, without warning, but frequently enough to be alarming.

Many commercial pilots who fly the triangle consider the aberration theory seriously. How else, they ask, can you explain what has been happening?

Project Magnet

As for magnetic disturbances that can affect compasses, the U.S. Navy's Project Magnet is currently studying this phenomenon. Super Constellations, equipped with highly sensitive magnetometers, are covering much of the globe searching for magnetic anomalies or unusual variations.

Although the project is classified, it has been reported that peculiar magnetic forces coming from above have been detected in the Key West-Caribbean area.

A similar project, combining studies of magnetism with gravity, was authorized by the Canadian government in 1950. The late Wilbert B. Smith, an electronics expert at Ottawa, who was in charge of the project, claimed to have discovered regions of what he called "reduced binding" in the atmosphere with an instrument he devised.

Smith alleged that such regions had been found at locations where there had been unexplained plane crashes. They were described as roughly circular, up to 1,000 feet in diameter, and probably extending upward quite a distance. They appeared to be more common in the southern latitudes.

"We do not know if the regions of reduced binding move about or just fade away," Smith wrote. "However, we do know that when we looked for several of them after three or four months we could find no trace of them."

Smith believed that while many planes would not be affected by these regions, others might experience turbulence that would disintegrate them.

Project Magnet may well be investigating the theories of Smith as part of the research it is doing.

Let's take a look at what else has happened in the area.

There was the DC-3 passenger plane, operated by Airborne Transport Incorporated, and chartered for a predawn flight from San Juan, Puerto Rico, to Miami.

It was December 28, 1948, when Captain Robert Linquist, of Fort Myers, Florida, manoeuvred the big airliner above the San Juan airport and headed for Florida, 1,000 miles distant. The 32 passengers, including two babies, had been spending the Christmas holidays on the island. Ernest Hill, Jr., of Miami, was co-pilot. Mary Burks, of Jersey City, the stewardess, served coffee and cookies to the passengers.

Everyone was in a gay mood. "What do you know?" Captain Linquist reported early on the flight. "We're all singing Christmas carols."

Several hours passed. By this time, most of the weary passengers had fallen asleep in the now-darkened cabin. Below the smoothly humming plane, dim in the starlight, the Florida Keys began to slip by. They were almost home.

The last contact

At 4.13 a.m. Captain Linquist made his last contact with the Miami control tower: "We're approaching field," he said. "Only 50 miles out, to the south. All's well. Will stand by for landing instructions."

And then suddenly—seconds later—it happened!

It happened so swiftly that Captain Linquist and his co-pilot had no time to send an SOS. It happened so close to the mainland that the lights of Miami could been seen as a glow in the night sky ahead.

What is this doom that can strike a huge airliner so quickly, so close to home? What dread fate actually came to the men, women and infants aboard the DC-3?

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Sighting reports . . .

From England, Scotland, France, Ireland, the U.S.A. and South Africa

. . . in this issue

THE UNITED STATES AIR FORCE CHANGES ITS TUNE

A remarkable admission

READERS of the London *Evening Standard* on April 30 must have been surprised to read a headline which informed them: "Flying saucers: They're no threat, U.S. verdict." Even those who were quite confident that the saucers had been well and truly buried a number of times over must have paused momentarily. If they then read the report that followed they must have been even more puzzled. The report is worth quoting in full:

"The United States air force says it has investigated more than 8,000 reported unidentified objects (UFOs) in 16 years 'and has yet to discover evidence that they respresent a threat to U.S. security.

"Probes of such sightings back to 1947 have failed to turn up any evidence that 'UFOs' are 'alien interplanetary space vehicles under some form of intelligent control'.

"This report was given as the Air Force looked into a new epidemic of strange sightings over New Mexico.

"One of the Air Force's leading civilian consultants on UFOs has gone to Socorro, New Mexico, to investigate the latest reports.

"He is Dr. J. Allen Hynek, director of the Dearborn Observatory at North-Western University.

"The latest report on Project Bluebook, the congressionally ordered air force study of UFOs, shows that in a 16-year study, 7.7 per cent of the 8,128 reported cases have remained unidentified.

"George Mitropolis, of Alburquerque, New Mexico, was emphatic about both seeing and hearing an unidentified flying object last week-end and he was not alone.

"The week-end reports also included: Policeman Lonnie Zamora reported seeing an egg-shaped flying object near Socoroo. It hovered at 20 ft., then flew away.

"Orlando Galleges, 35, of Santa Fé, saw a similar craft north of La Madera. Two motorists said such an object swooped down towards their car in the Espanola area.

"State police and military officials are checking.

"The reports were similar in that they described oval or egg-shaped objects.

"State police and military officials have confirmed finding scorched earth at the sites, and wedge-shaped depressions that appear to have been left by some type of landing gear.

"Said one eye-witness, 'I wasn't just seeing things because I stopped the car. This thing was glowing like it was luminous'."

Those who have studied the subject of UFOs should be able to make sense of the matter because they are able to start with the correct premise, namely that the saucers *do* exist. What the report is saying then becomes quite clear. It is, in fact, the first admission made by American officialdom that there are such things as flying saucers. Mirages, hoaxes, etc., cannot in themselves constitute a threat and there would be no need to word the report in this way: all that need have been said is that the UFOs do not exist.

The average has risen

The first question that must be put is why it was thought necessary to return to a subject that might have been thought to have been killed by the earlier report issued as recently as 1962 when the percentage of "unidentifieds" had been whittled down to 2.05. The average over the years, it now seems, is over three times that figure and stands at 7.7. As the U.S. Air Force has admitted to a total of more than 8,000 in 16 years, they are now saying that they have more than 600 inexplicables on their hands. Knowing the methods of the Air Force on both sides of the Atlantic this is a remarkably high figure, for the 600 sightings must have been truly sensational to have withstood the weather balloon, Venus, natural phenomena, etc., treatment.

The sighting details that follow probably explain why it was necessary to issue the report at all. It would appear that certain areas of the United States have been subjected to such a wave of sightings that it was impossible to keep silent any longer. Furthermore, landings with attendant residual evidence proved too difficult to explain away.

Immediately the decision to inform the public was made an insurance against public panic was written in. Americans were to be consoled with the thought that the UFOs threatened nobody: it may indeed have crossed the mind of authority that if it

was admitted that they were real, the public might accuse Russia. In that case it was necessary to drop the hint that they could be inter-planetary, though the report hastened to add that the Air Force had gathered no evidence that they were. Any sceptic could read exactly what he wanted to read into this remarkable statement, but if he had any reasoning powers at all he must have realised that the United States Air Force had admitted that the UFOs, whatever they were, were real. Indeed, the statement as reported in the *Evening Standard* might easily, but for one or two qualifications, represent the views of the FLYING SAUCER REVIEW. The inter-planetary nature of the saucers is a hypothesis but it is one that has stood the test of time better than any other. While the REVIEW has evidence that they are interplanetary it has no absolute proof.

The occurrence which led to the sensational U.S. Air Force admission was reported in a number of American newspapers and the following account is taken from the local Las Cruces *Sun-News* for April 26:

"A report by a Socorro policeman that he saw an egg-shaped flying object land near here has the FBI and military authorities interested.

"Officer Lonnie Zamora said he not only saw the object but also saw two occupants who alighted after it landed about one mile southwest of Socorro in a draw Friday.

"State Police Sgt. Sam Chavez said he received a call from the Pentagon and the caller indicated the site would be inspected by someone from Washington.

"As Officer Zamora tells his experience: While in his patrol car about 5.50 p.m. he heard what he thought was an explosion in the area where a dynamite shack is located. He drove to within 150 yards of the draw where he spotted what appeared to be an overturned car. Moving closer he saw two figures in white moving about outside the vehicle.

One looked directly at him. As Zamora moved closer he lost sight of the object behind a hill.

"He continued driving to the draw and parked. He walked to within 200 feet of the object and again heard a roar. Taking cover behind his car Zamora saw the object, a brilliant white metal, rise and hover about 20 feet off the ground. It then flew off to the east, rising gradually.

" 'I was scared,' said Zamora, when he heard the deep roar. 'I thought it was going to blow up'.

"Zamora said he called Sgt. Chevaz on his car radio. Chavez joined him and both approached the site of the apparent landing. They found scorched ground and burned weeds.

"They also found four 4–5-inch depressions in the ground which apparently had supported a heavy object.

"Chavez said the impressions were irregularly spaced with the distance between them varying from about nine feet to 15 feet. He estimated the length of the object at about 15 feet from the position of what apparently were landing gear legs.

"Zamora said men who identified themselves as from Army intelligence at White Sands Missile Range took samples of the soil.

" 'Something definitely landed there,' Chavez said.

"Zamora was described as a man not given to imagining things.

"Beside the landing gear marks, Zamora said he found what appeared to be two round prints like heel marks. Another man who visited the site described the marks as looking like mountain lion pad marks.

"An FBI agent visited the spot Saturday."

The *Las Cruces Sun-News* on April 27 returned to the subject in its next issue and we append the following report from its issue of that date:

"The unidentified flying object report from Socorro Friday has been followed by two more reported unidentified sightings.

"Socorro policeman Bill Pyland said a girl, who didn't give her name, reported a fire in the hilly area one mile southwest of Socorro Sunday night.

"Officer Lonnie Zamora, while patrolling in his car late Friday afternoon, said he saw an egg-shaped object in a draw. When he approached, he said, the object—flew away.

"Pyland said the girl, about 18, said she was from 300 to 500 feet from the fire and she thought there was something in the flames.

"Pyland said men searched the area described by the girl but found nothing. He said officers would visit the area in daylight, noting it would be difficult to find any exact spot at night in the brushy desert, terrain surrounding Socoroo.

"Representatives of the military and other officers who visited the spot where Zamora saw the object land found burned brush and scorched earth. They also found four impressions in the earth, which appeared to have been left by landing gear."

"A motorist who identified himself to Pyland as George Mitropolis of Albuquerque, said that while driving north from El Paso on Sunday he saw a 'silver looking object go up, over a mountain, and down' out of sight near Caballo Reservoir. He said he was near the junction of U.S. 85 and New Mexico 180 and the object appeared to be about a quarter of a mile to the east. He said it looked like 'an upside-down bathtub' about 30 feet in diameter. It had no lights he said." (Credit to Mrs. Geraldine Tillett, Mr. Edward J. Kerr, Mr. A. J. Van Cleave and many others.)

WINGED BEINGS

by Luis Schoenherr

THE observation of a winged being as reported in the March-April, 1964 issue of the FLYING SAUCER REVIEW is not quite unparalleled[1]. In the Spring 1960 the Italian jeweller Salvatore Cianci and his wife were driving in their car at night in the vicinity of Syracusa, Siciliy. Suddenly a little being, three feet and a half in height appeared in the beam of the headlights. It wore an irridescent or luminous overall and a diver's helmet. Instead of arms it had something what the witness described as "two little wings". Mrs. Cianci suffered a heavy nervous shock.[2]

What are those "wings" really? It seems unlikely that they are actually a part of the bodies of these creatures. Certainly even the most open minded biologist would regard the idea of a human or humanoid being endowed with wings with reserve. The other possibility is that the wings serve a technical purpose. They could be parts of a highly sensitive hearing device, or radiators for the internal cooling of the space suit. A space suit with a reflector for the emission of heat rays was years ago proposed by Professor Oberth.[3] A radiator is the more efficient the greater a surface it has. It would be less of a hindrance if mounted on the back of the space suit and could therefore be easily mistaken for "wings". The same holds true, if those appendages are not radiators but the filters of a breathing apparatus, to minimize breathing resistance such filters would also have as much surface as possible. If this supposition is correct it must be concluded, that those beings utilize at least certain components of our atmosphere. Possibly they are even to some extent accustomed to its composition and the filters serve as a protection against bacteria only.

Another interesting feature connects the Saltwood mystery with earlier observations. The witnesses said that the being came stumbling towards them. Now, in the cases of Mme. Leboeuf and the lorry driver Suddard[4], beings with a hopping or jumping walk were also observed. And these beings were described as having either no arms or as holding them close to their bodies.

Unfortunately the teenagers at Sandling Park "didn't wait to investigate". If they had, they could possibly have told us more about those strange "wings". But it is certainly less alarming to write in the study about this subject than to encounter such a being alone at night. Despite my intense interest I am not so sure, whether I should have been curious enough to wait for it.

[1]"The Saltwood Mystery", FLYING SAUCER REVIEW, March-April, 1964, page 11.
[2]Source, Agence France Press, May 30, 1960
[3]Oberth, *Menschen im Weltraum*, Econ Verlag, Düsseldorf.
[4]Constance, The Inexplicable Sky, pp. 243–6.

THE MENZEL - MICHEL CONTROVERSY

(*continued from page* 6)

chance effect and an actual UFO sighting, in which small "objects," (the exact nature of which is still to be determined) have been dispersed and have followed straight trajectories, thus contributing to create the illusion of a star of lines? I think we should. But I do not see how, in the present state of the discussion, one could disprove the Poncey phenomenon without accepting Type-II sightings as a physical reality.

Clearly, the generality of orthotenic lines has been exaggerated. But the fact that elementary tests, which should lead to the rejection of all the lines, do not appear to do so in several occasions, and yield a level of significance higher than what experienced statisticians would consider satisfactory in more classical fields, indicates that something remains which is understood in the topography of the French sightings of 1954. Whether this is due to a real internal law of the phenomenon we are dealing with, as claimed by Michel, or to other effects, is hard to decide. All we can say is that, from the data we had, and going through the procedure we have described, we have found the results indicated.

A theory has been presented which can be checked completely by scientific methods: we cannot see any reason why our curiosity should stop, and why we should not look for more facts. In our opinion, Dr. Menzel has not presented sufficient evidence of the unprofitability of such a study. The casinos of Reno and Las Vegas have many statisticians on their staff. Their results seem, after all, most encouraging.

* See "Recent Developments in Orthotenic Research" FLYING SAUCER REVIEW, November-December 1963, issue.

World round-up

of news and comment about recent sightings

ENGLAND

Walthamstow "object from space"

The *Walthamstow Guardian* reported a most unusual incident in its April 17 issue: "An unidentified flying object hurtled through the air above Walthamstow, scythed down telephone wires, etched a deep scar in the concrete edge of the River Lea towpath and plunged into the peaceful waters.

"That was the report received by police just before nine o'clock on Monday night (April 13). It came from Walthamstow bus driver Bob Fall, a down-to-earth man of 26, who lives with his wife and two children at 47, Upper Walthamstow Road,

"A police search party went straight to the spot, just off Ferry Lane. They found the phone wires down but a search of the banks revealed nothing. The river was dragged—in vain.

"And this week Bob Fall told *The Guardian* what happened as he drove his 123 bus towards Tottenham on Monday. He said, 'I just glanced into the sky and saw something coming towards me very, very fast. It flew straight across the road and, had I been a few yards further forward, it would have hit the top deck of the bus. I saw it cut through the telephone wires and there was a loud crash as it struck the bank.

"At first I thought the back windows of the bus had come in and, as I turned around, I saw all the passengers looking out towards the river. There was a big splash in the water. I stopped as soon as I could to report it.'

"A police spokesman said that four ducks had been disturbed while the river was being dragged and that these, flying in line, could have been the object. He stressed that the river was only four to six feet deep in this part.

"But Mr. Fall discounted this theory. 'The thing was at least nine feet long, probably more, cigar-shaped and silver,' he said, 'If it had been a bird or birds I must have seen the wings. Besides, it was going too fast'."

Croydon UFO

From the *Croydon Advertiser* of April 10:

"An unidentified flying object was spotted over South Norwood on Sunday (April 5). 'A large star-like object, definitely not a balloon or an aircraft,' was seen moving across the night sky by a group of people in the Livingstone Road–Layard Road area.

"The object was first seen by 14 year old Heath Clark Grammar schoolboy Lee Turner, of Livingstone Road, who was taking his dog for a walk. 'It moved too slowly for a shooting star and it was definitely not a balloon or an aircraft. It was like a star in the first magnitude moving north-north-east,' he said.

"Lee ran to his uncle's home in Layard Road. His uncle, Mr. Anthony Gittens, an amateur astronomer, said: 'I have seen meteorites before. But this was unlike anything I have seen. It took about four minutes to move across the sky before it went below the horizon,' he said.

"A group of people formed to watch the object as it moved past the ITV tower at Upper Norwood.

" 'I have been quite sceptical about unidentified flying objects before and when Lee has told me about other ones I have believed them to be meteorites. But this has really changed my way of thinking," said Mr. Gittens.

"A Defence Ministry spokesman said: 'We have had no reports of an unidentified flying object being seen in the Norwood area, and we have not been asked to investigate any such reports.' "

Croydon again

Croydon was in the news once more, a week later when the *Croydon Advertiser* of April 17 carried the following report:

"When Mrs. May Church looked out of the window of her third-floor flat in Fir Tree Gardens, Shirley, on Sunday night, she started another unidentified flying object controversy. For Mrs. Church saw a 'large, red glowing object moving slowly across the sky.' Her husband, Albert, and son, Roy, also saw it—and they watched and saw it again on Monday night.

"Yet a Defence Ministry spokesman said: 'We have no knowledge of any unidentified objects being seen. And as far as I know, there are no experimental craft flying there.'

"Mrs. Church said: 'It was between 11 and 12 on Sunday night (April 12). We saw this brilliant light—very much like a star—moving above the Crystal Palace Parade going in the London Airport direction. It definitely was not an aircraft or a balloon or a star. It took about an hour to move across the sky. At one time I am sure there was a plane circling around it.' "

Kent Mystery

Strange animals continue to appear in England. On February 20, the London *Daily Telegraph* and many

other newspapers reported that a tiger was believed to be at large in Norfolk on the previous evening. Three people had informed the police that they had seen the animal on a railway embankment at East Runton in the Cromer area. Thirty police dogs were employed in the search and the police appealed on television for further information. The witnesses were all guaranteed to be sane and rational. Later, the search was called off and the usual attempt at a rationalisation was offered. It must have been a fox, despite the original descriptions which included a tiger, a puma, a lion and a cheetah.

Readers who think it is possible that these strange and evanescent animals may have some connection with flying saucers may like to refer to the South African occurrence reported on page 27 of our May-June issue. The first indication the two motorists received that something was afoot was the appearance of a large animal lying across the road. This was soon followed by the appearance of a saucer which made several dives at the car. Could it be that these animals are released by UFOs as a means of testing our atmosphere and living conditions? If so, the passes made at the car could be explained as a diversion intended to protect the animal whose recovery was important to the saucer pilots. It must be remembered that our first space travellers were dogs and monkeys.

Another mystery hole

The Southampton *Southern Evening Echo* on February 12 add another to the total of mystery holes: "Bomb disposal experts are to be called to examine a mysterious cavity which has suddenly appeared in a newly-ploughed field at Slackstead, near Braishfield. Two forestry workers, taking a short cut across the field from the work last night, saw a depression in the ground and they reported the discovery to the police.

"Today, police officers from Ampfield and Winchester, with Mr. David Butler, farmer and broadcaster as guide, searched two large newly-ploughed fields for an hour before they came across the mystery hole. The mouth of the depression measures about three feet at its widest, there is a neck of ten feet which, since last night, has opened out into a large chalk cavern.

"The police believe the cavity was caused by a wartime bomb—there were many dropped in the vicinity—which exploded deep down in the ground.

"The site of the cavity is on Hursley estate adjoining Mr. Butler's farm. Mr. Butler said that while the bomb theory seemed to be the most likely there was also the possibility that the cavern could be associated with the Roman occupation of the area."

(Credit to Miss V. H. West)

Plymouth mystery

From the *Western Morning News*, April 24: "People living in the Mile-house area of Plymouth spotted a bright cylindrical object in the sky moving in a north to south direction late yesterday. The object appeared to break in two before disappearing. The Meteorological Station at R.S.F. Mountbatten could offer no explanation." (Credit to Mr. D. Ward.)

Southampton again

Mr. Peter J. Kelly sends us yet another sighting report from the Southampton area. It occurred on April 29 and was witnessed by a Fifth Form pupil, David Lawrence, at Testwood Secondary Modern School, Totton.

David Lawrence said that when he first saw the object, its elevation was about 40–45. He guessed that it was about cloud height, and might have been about the size of a large aircraft. His account reads as follows:

"At a football match at Testwood ground. I was watching the game when a woman near me asked her husband, 'What's that in the sky?' (she likened it to a star). Her husband passed it off as a cloud and they paid no more attention.

"At first I thought it was just a small but rather regular cloud, but when I saw that the other clouds were stationary and this object was slowly travelling in a north-west direction, I knew it was no cloud.

"It appeared as a rough disc and of grey colouring, it was also tilted slightly and seemed to shimmer as I looked at it. As it receded it seemed to level out and become brighter, in fact, silvery.

"When the match finished I went home, by that time (8.20) it was quite distant and near to the horizon. I went indoors, and fetched binoculars, but unfortunately it was too distant to pick out any detail which I had not seen before. Within minutes it had completely disappeared."

Air Ministry excels itself

From the *Evening Standard*, May 13: "Air Ministry officials are baffled by reports of an 'unearthly' flying object which several people have seen high in the sky over Bedfordshire during the night. One eye-witness, taxi driver Mr. John Hodges, of Turners Road, Luton, said: 'It looks like a car headlamp in the sky, sometimes hovering and sometimes moving. I have seen it fade and come on again and I have seen beams of light radiating from it.'

"Mr. Hodges said it could not be a star, because it is much too big. It could also not be a satellite, since it stays still for long periods. Mr. Jack Foreman, of Hayhurst Road, Luton, has also seen the mystery object.

" 'It was definitely something out of the ordinary,' he declared. 'I used to be in the R.A.F. and I know this thing was definitely not an aircraft.'

"Yet another witness, Mr. William Hughes, of Abbey Drive, Luton, said: 'As I watched it, the thing began to move like a pendulum with a gentle swinging motion.'

"An Air Ministry official said he was unable to give any explanation.

" 'It might be a weather balloon with lights on—or it might even be the planet Venus, which does sometimes move in an extraordinary manner,' he said.

SCOTLAND

Dundee UFO

The following letters are taken from the *Dundee Courier* on February 10 and 13, respectively. The first reads as follows: "Dear Sir,—About two weeks ago I observed what appeared to be a reddish object in the sky over the Sidlaws, moving slowly westwards towards Perth. At first I thought little of it, but have since made four similar observations between January 26 and last night, February 6. On this occasion I was accompanied by a friends who was equally puzzled by

this phenomenon.

"On each occasion only one such light was visible of a reddish nature. They appear at about 8.30 p.m. and stay visible for periods of between two and ten minutes, then slowly fade. The only possible explanation I can think of is that they bear some connection with the latest American satellite seen lately over Dundee. But since I have found it impossible to tell the height and speed of the object, I cannot say whether this is correct or not.

"Can a more plausible explanation be suggested?—Yours faithfully,
Meigle. Puzzled."

This letter brought the following reply:

"Dear Sir,—I read with interest "Puzzled's" letter in Monday's *Courier*. Last Thursday (February 6) night, while walking the dog, I saw a strange reddish object travelling very fast towards the west.

"However, unlike 'puzzled' I do not think this object was an American satellite since, when the first Russian sputnik was launched, I could often see its flight through the heavens and this object was in no way similar. I have therefore concluded that this object must have been a falling star or some such other natural happening.—Yours faithfully,
Blairgowrie. Stargazer."

(Credit to Mr. John Ogilvy)

Moorland sighting

This letter was printed in the Scottish *Daily Record* of July 25: "Returning from holiday about 1 a.m. on Tuesday, July 23rd, my wife and I saw a bright object approaching us from the north. We thought it was a plane at first but as it came level with us I could see it had no tail, no navigation lights and no nose.

"It was aglow with lights that seemed to shine from the inside. It also had about four or five windows.

The whole thing took place on the moors between Rochester and Jedburgh and I'm wondering if we were the only ones to see it. I am now convinced that what we saw was a flying saucer. — William Elrick, 116 McCracken Drive, Viewpark, Uddingston."

Ice from Space

The following general item appeared in the Scottish *Sunday Post* (details of issue would be welcome): "Scientists are to carry out special investigations on a chunk of ice which fell out of a clear blue sky near Moscow and may have come from outer space.

It was 'absolutely impossible' for the ice to be of atmospheric origin as the weather was clear and sunny when it fell.

"The weight of the splinters of the chunk, which broke up on hitting the ground, was about eleven pounds."

(Credit to Mr. William Robertson)

St. Andrews family see UFO

From the *Dundee Evening Telegraph*, April 10: "A strange object with a yellow, green and blue light and emitting rays was seen in the sky late last night by a St. Andrews family.

"Mr. Thomas Marshall, 82 St. Nicholas Street, was returning home with the family's dog from Woodburn Playing Field when he saw it at 11.15. 'It started off as a small, silvery-grey cloud,' he said. 'A light appeared in the centre of it and started to move towards me. The light got brighter all the time as it came nearer and I could see yellow, green and blue colours in it. There were rays of light coming from it—about seven or eight.

"The shape changed and flattened as it got nearer from roughly circular to oval. It wavered, then suddenly went back the way it came. The funny thing was it didn't swing round or bank like an aeroplane does—it was just as if it went into reverse. It took only a couple of minutes to disappear.'

"Mr. Marshall saw the object reappear and go through the same performance before he reached home. He called out his wife and daughter and the three of them saw the occurrence twice more before it disappeared for good at 11.40."

FRANCE

Triangular shaped object over Lyons

The *Le Figaro* on April 17 reported that a mysterious luminous object was observed on the evening of April 15 in the sky over Lyons. The phenomenon would not have attracted notice had the device, which was of great size, appeared to be moving. At the Lyons-Brun Airfield it was also seen by observers. Precise readings were made by the service authorities who are unable to explain its presence in the sky.

The object was observed with an azimuth of 309 degrees and it even showed a constant oscillation. It presented an inclination of 52 degrees, but this inclination slowly decreased and after seven minutes it was only 43 degrees. Observed with powerful binoculars, the device presented triangular shapes, powerfully illuminated by the sun which had already gone down. It resembled a large milk carton, or a big star, but the fact of the matter is that nobody knew what this mysterious object was which was slowly traversing the sky.

Readers may be interested to compare this sighting with a similar one over Hertfordshire last summer. A full report of this incident witnessed by a number of people in the Watford and Hatfield areas can be found in the FLYING SAUCER REVIEW, November-December, 1963, issue. The photograph, reproduced in this issue, taken by Mr. Jan Willemstyn who lives at Bushey, Herts, now receives unexpected confirmation. The British Air Ministry and others have tried to "explain" the Hertfordshire object as a weather balloon but for several reasons this was nonsensical. It would seem that the French authorities are more prepared to let the facts speak for themselves.

FROM G. W. CREIGHTO

IRELAND

Strange story from Ireland
A landing in 1922

On April 30, the *Watford and West Herts Post* printed a letter from our contributor, Mr. Gordon W. Creighton concerning the possible connection between the outbreak of mysterious fires in the Bushey area and flying saucers. Mr. Creighton mentioned other mystery fires in the Colchester, Essex, area and drew the Editor's attention to the fact that both Bushey and Colchester witnesses had reported a number of sightings in the last year or two. Mr. Creighton's letter brought an astonishing response from a Mr. Lawrence Bradley of 38, Fuller Gardens, Watford and we

print his letter in full from the *Watford and West-Herts Post* of May 7: "Sir,— The existence of flying Saucers that carry people from other planets is highly probable and not a laughing matter.

"I would like to tell of an incident that happened many years ago, before people accepted the fact that from time to time we have unearthly visitors in our midst.

"It was on an April night; the year 1922, the place County Donegal in the Irish Republic. A civil war was raging at the time and the army that I belonged to was fighting scattered rearguard actions—mostly in the mountains.

"One evening, tired and dispirited, I laid down in the entrance to an old cave. In the fading twilight I noticed that practically all the gorse bushes and grass that grew around the entrance to the cave were scorched and burnt.

"The only occupants of the cave were sick and wounded men who were unable to walk. The six able-bodied soldiers who were looking after them told me a strange story which, at the time, seemed very far-fetched and unconvincing.

"It appeared that early that morning they were awakened by a whirring noise from outside. Thinking it was an enemy armoured car, they immediately opened fire. In the darkness before the dawn it was hard to see the object they were shooting at, but after a brisk fusillade of shots, the object retaliated by firing jets of flame at the cave.

"The defenders had to withdraw in face of the fierce heat. All the undergrowth was now ablaze and the smoke was billowing into the cave so it was a case of facing the flame throwers or suffocating to death which was a hard choice to make as it meant death either way.

"The urgent need for fresh air made them choose the latter course. When they ran out of the entrance they saw the flame throwing object beginning to ascend into the sky. It was clearly visible in the first light of dawn—circular in shape and bright in appearance as if made of aluminium.

"I daresay some of the men who saw this strange phenomenon are alive today and can vouch for this story. For myself I can only vouch for the scorched and burnt undergrowth. Still it is another bit of evidence in support of the theory that flying saucers do exist and it may interest Mr. Gordon Creighton."

U.S.A.

More marks on the ground

The following account is taken from the *Montreal Gazette* for May 1: "The sheriff's office said today it is investigating marks left on the ground by what was described as an unidentified flying object. Reporters and sheriff's deputies investigated the area east of Helena where the object was sighted Wednesday night (April 29)—along the shoreline of Canyon Ferry Lake on the Missouri River.

"They found four holes about 13 feet apart, six to eight inches deep and eight to 10 inches across. The holes smelled like diesel fuel, according to one reporter. A circular spot was seared into the top of underbrush.

"First report of the object came from 11-year-old Linda Davis of Canyon Ferry Village, about 15 miles east of Helena.

" 'It was a bright glow in my bedroom window,' she said. She said she and her brother, home alone, sighted it about 10.30 p.m.

"The holes were discovered about 125 feet from the rear of the Davis home and about the same distance from the lake shore.

"The report of the scorched area and surface marks jibed with reports from Socorro, N.M., where a policeman reported seeing an egg-shaped object Friday night (April 24). This followed by other reports from New Mexico."

The Socorro incident is reported fully elsewhere in this issue.
(Credit to Mr. Ronald W. J. Anstee)

SOUTH AFRICA

A pilot's sighting

This incident, briefly reported in our previous issue, can now be more fully documented. Captain R. B. Truter, Senior Captain of South Africa Airways, wrote to the *South African Journal of Science* and his letter appeared in its March, 1964, issue: "Whilst flying a Boeing 707 from Las Palmas to Zurich on the 15th February, 1964, I noticed a bright bluish-white glow in the Eastern sky at 06.11 GMT. When observed through the right-hand panel of the aircraft winshield it appeared to be about $\frac{1}{8}$in. in diameter and was perfectly circular.

"The aircraft was at 37,000 ft. pressure altitude, position 32° 00′N 11° 11′W, heading 033° T.

The co-pilot, navigator and myself watched the glow for about 10 minutes. During this time it did not appear to change its position in relation to stars which were visible in its vicinity, or in relation to the aircraft. I requested the navigator to determine the altitude and azimuth of the glow by means of the periscopic sextant. This was done at 06.25 GMT and found to be 09° 49′ and 097° T respectively.

"Prevailing meteorological conditions were: a $\frac{7}{8}$ layer of medium cloud with tops at about 15,000 ft. immediately below the aircraft. This layer became broken towards the African coast and the NE. There was also some cirrostratus and wisps of cirrus to the NE. The aircraft itself was well above all cloud. Ambient air temperature −64° C.

"From the height at which we were flying, the Eastern sky was becoming lighter prior to sunrise, and the glow began to assume an elliptical shape with the long axis horizontal. The position of the glow was now altering in relation to stars and the aircraft, and we appeared to be drawing abeam of it, but its altitude appeared to remain the same to the naked eye.

"As the Eastern sky became brighter, the glow appeared to increase gradually in size, the Southernmost end of the now larger ellipse diffusing and splaying out and finally disappearing just before the sun appeared above the horizon.

"From first observation the glow appeared to be in space, but the later, fairly rapid change in position in relation to the aircraft indicated that it was not.

"Along with the rest of my crew at the time, I should be most interested to hear an explanation of the phenomenon."

Dazzling "stars"

Mr. Philipp J. Human sends us the following account from the Pietermaritzburg *Natal Witness* of May 2: "For three successive nights, Mrs.

Ken Marwick, of Mona Glen farm, nine miles from Richmond, has seen a mysterious formation of 'stars' over the farm. She said that on the first night two bringht objects, close together with a bright crescent, were visible in the night sky for about 45 minutes until they were lost to sight behind a hill. The light was so bright that it dazzled the eyes. The phenomenon occurred again on Thursday night (April 30), and last night (May 1), although last night there were three bright objects in the sky in a triangular formation. Friends of Mrs. Warwick came specially from Richmond last night to witness the strange sight, and were at a loss to explain the occurrence."

Linden UFO

The *Die Transvaler* on April 15 carried the following report: "A large grey object was seen last night over Linden (Johannesburg) at about 7 o'clock. At least three people saw the object travel over the suburb at enormous speed. It closely resembled a large boomerang and made no sound. 'Mr. D. Preston and I saw the object quite clearly for about 10 seconds until it disappeared behind a block of flats,' said Mr. L. Lamneck, of 30 Eighth Street, Linden. Late last night no one could establish what it really was."

(Credit to Mr. Philipp J. Human)

The Three Rivers sighting

From the *Vereeniging News* for March 13: "A bright object like an acetylene flame was sighted flashing across the skies over Three Rivers on last Thursday (March 5) at 9 p.m. The object, about the size of a tennis ball, sped soundlessly from north to south. Several people reported seeing it. Mr. Gerald Schneier, who was sitting on his stoep at the time, said a guest at his house suddenly cried, 'Look, look!' Theobject vanished for an instant, then re-appeared on a downward trajectory, accelerating in jerky movements and leaving behind it a long trail of sparks. It was difficult to judge at what height it travelled, but when it finally vanished in a shower of orange sparks it appeared to be fairly low in the skies. Mr. Schneier of Hertzog Road, Three Rivers (Vereeniging) said the core of the object was a 'ball of brilliant flame.' "

(Credit to Mr. Philipp J. Human)

Box-like object

The *Pretoria News* of May 6 reported:

"A mysterious glowing flying object which has been puzzling Pretorians for about three weeks, made another appearance over the city last night. This time, powerful binoculars were trained on the object, and residents of Chamfuti Street, Moregloed, saw that it took the form of a box-like structure surrounded by an orange glow. The object was in view for about 20 minutes between 7.30 and 8 p.m.

"Mrs. J. F. J. van Rensburg and her neighbours saw the object switch from an east-west direction to the north-east, where it disappeared over the horizon. 'We saw it stop and then continue,' said Mrs. Van Rensburg today. 'I immediately telephoned the Radcliffe Observatory and, although they scanned the sky, they could not see it. Because we thought, at first, that it may have been a meteorological experiment we also telephoned the Weather Bureau and the Meteorological Office at Jan Smuts Airport. They did not see it,' Mrs. van Rensburg said.

"Recently, Mr. H. B. Hansen, of 482 Frederick Street, West End, saw an orange glowing object, at 5.20 in the morning. It was moving towards the north, and then veered eastwards.

"Mr. Hansen said: 'The object was stationary for some minutes and then disappeared only to reappear soon after. It was definitely not a shooting star.' " Several other reports about the object have been received at various times. Technicians at the Hartebeesthoek space station, near Pretoria, do not know what it is!

(Credit to Mr. Philipp J. Human)

Object and smoke trail

This report is taken from the Queenstown *Daily Representative* of May 15:

"Mr. W. F. du Plessis, of the farm Occupation, near Bolotwa, reported to the Rep. yesterday afternoon that he and his wife saw a strange object crossing the sky from west to east at about 2.30. The object, which was visible for five minutes, was long and thin and a silvery colour—like a shooting star, said Mr. du Plessis. At one stage it had a crinkly appearance, he said.

"Mrs. Norma Payn, of Poplar Grove, also reported early yesterday afternoon that she and workers on the farm saw a strange object passing from west to east towards Tylden. From it emanated a long continuous trail of smoke. A noise accompanied the object.

"Mr. O. Ramsey, of the farm Who Can Tell, and his labourers saw the same object. Their attention was drawn to the sky when they heard a strange noise, Mr. Ramsey said."

FIJI

Double explosion

Our correspondent in New Zealand, Mr. Ray Holden, has sent us this cutting from the *New Zealand Herald* for June 6: "A mysterious streak of bright bluish-white light, accompanied by a double explosion, was reported over the Fiji island of Taveuni early yesterday. Reports of the travelling beam, which lit up the sky, came from people throughout the 26-miles-long island, as well as from fishermen off the coast.

"One islander said: 'It was a strange and terrifying experience. Without warning the sky suddenly brightened and it seemed almost like daylight. We looked up and saw a bluish white light followed by sparks. It disappeared to the north-west of Vanua Levu.

" About three seconds later there was a loud double explosion and then everything was quiet.'

"A report from Sydney says that two loud explosions and a tremor-like disturbance felt in a 30-square-miles area on the mid-north coast of New South Wales on Thursday are a mystery.

"Residents said that buildings vibrated, windows rattled and doors slammed, but the police at Taree and Forster said they had received no reports of damage."

MAIL BAG

Correspondence is invited from our readers, but they are asked to keep their letters short. Unless letters give the sender's full name and address (not necessarily for publication) they cannot be considered. The Editor would like to remind correspondents that it is not always possible to acknowledge every letter personally so he takes this opportunity of thanking all who write to him.

A point for Dr. Menzel

Sir,—Things on the Flying Saucer Front in this country have been extremely quiet since the very lively time last year. The fact that reports suddenly stop coming in from a large territory like South Africa seems to me one of the soundest arguments for the genuineness of the reports that have come in, in the past. In other words, if past reports were hallucinations, mirages, or natural phenomena as Professor Menzel would have us believe, then how is it that these hallucinations, mirages and natural phenomena suddenly stop? That takes some explaining, I think.

It would seem much easier and more logical to say that reports of flying saucers stop coming in just because the saucers have stopped coming.

The reason for that sudden stop in activity is probably beyond our guessing, but it does seem to indicate deliberate intention behind the visits of the flying saucers.—Kenneth C. Bayman, P.O. Box 23, Benoni, Transvaal, South Africa. May 6 1964.

Southampton

Sir,—At 8.50 p.m. on Saturday, May 9, I was watching the sunset through my bedroom window. It was quite a clear sky and no stars were visible.

As I watched, a small white light abruptly appeared, above me and slightly to the south. So sudden was its appearance that it appeared to have been switched on.

I turned my attention to it—although I thought it was most probably a lone star that I had failed to notice.

After observing the light for about a minute, I realised that it was moving. It seemed to move slowly and to a pattern. By watching carefully I could see that the light was describing an oblong in the sky.

To convince myself of this I held my hand, fingers open, against the glass of the window and found that the light certainly was travelling an oblong course.

Getting my telescope, which is 30×30, I went into the garden, and after some difficulty, managed to focus it on the light.

Through the telescope I discovered that the light was not in fact white. It was long and very narrow, running to a point at each end—suggesting an edge-on view of a disc—both points being a bright red and the centre yellow.

Even as I watched the light vanished—as though switched off. I went back to my bedroom and continued to watch. After about fifteen minutes the light suddenly came into evidence again, slightly further to the north. I tried to bring the telescope to bear on it again, but it vanished before I could do so, and despite waiting for over half an hour I saw nothing further of the light.— N. C Toogood, 20 Redcar Street, Shirley, Southampton.

A message from space

Sir,—With reference to the article in your May-June, 1964, issue with the above title, I also have heard this mysterious voice. I also have the solution. The message I heard reads: "This is a test transmission for circuit adjustment purposes from a radio station of the Global Telecommunication Organisation. This station is situated in outer space."

May I point out that it is the Government's idea to put three Telecommunication Satellites in a triangle round the earth. These could be used as a navigational guidance system for Polaris submarines. Possibly this is why the Government denies all knowledge of them.—S. A. Bagnall, 18 St. Awdry's Road, Barking, Essex.

(*Our reader may have struck on the correct solution and other readers' opinions are sought. What we think is rather strange is that the message, if it is that secret, should not have been in code.*—Editor.)

A Pinner Sighting

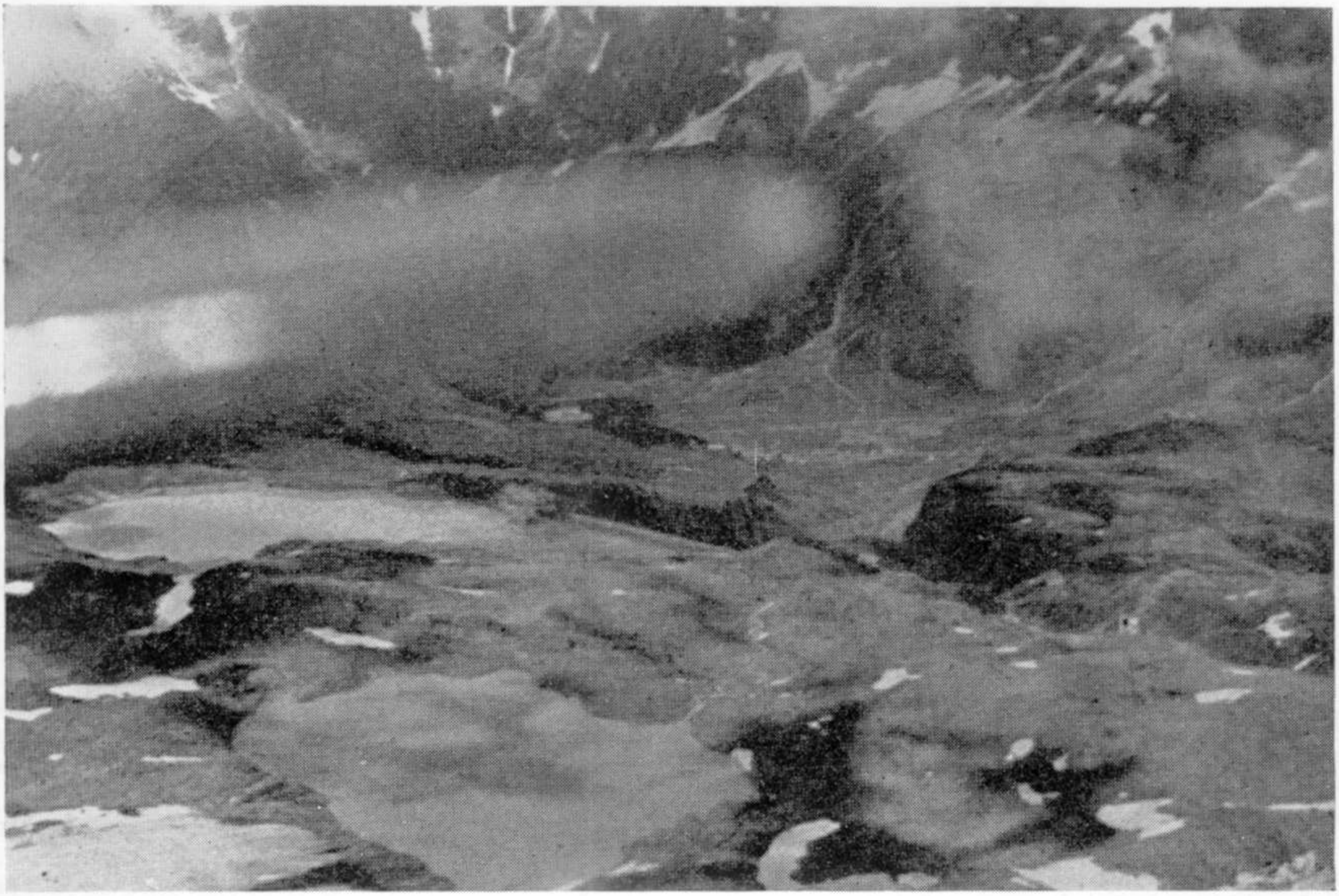
Sir,—I have just been reading your May-June 1964 issue, and was reading the "Ring Clouds and Angel Hair" article, when I noticed a report of a sighting which was very similar to a recent experience of mine.

First of all, the report that I mention is on page 15, headed North Atlantic 1.

My own experience happened on Wednesday, May 20, 1964, at Pinner Fair. The time must have been about 8 p.m. I was just weaving my way round the side-shows when I happened to glance in the sky, and saw what I imagined was a helicopter moving northwards across the sky. The thing that struck me odd about this was that it must have been many thousands of feet in the air, and seemed to me at the time too high for a helicopter.

It was silver and rectangular shaped and it looked like a rotating blade above it, which gave the appearance of a halo.

I had completly written this from my mind until I read your article above, and felt it my duty to tell you. —Alan Bisset, 150 Shaftesbury Avenue, South Harrow, Middlessex.



This photograph, the original of which is in colour, was submitted to us by Miss Dora Bauer. It was taken by Franz Hlawa of Vienna towards the end of July 1959. The location was Monte Rosa in Switzerland and the picture was taken at a height of 3,400 metres. Nobody in the party saw the object: it appeared only on the film.

"SUDDENLY, ahead and about thirty degrees to the left, there were bright flashes in several places, like the dazzle of a heliograph, I saw a dull grey-white airship coming towards me. It seemed impossible, but I could have sworn that it was an airship, nosing towards me like an oblong pearl. Except for a cloud or two, there was nothing else in the sky. I looked around, sometimes catching a flash or a glint, and turning again to look at the airship I found that it had disappeared. I screwed up my eyes, unable to believe them, and twisted the seaplane this way and that, thinking that the airship must be hidden by a blind spot. Dazzling flashes continued in four or five different places, but I still could not pick out any planes. Then, out of some clouds to my right front, I saw another, or the same, airship advancing. I watched it intently, determined not to look away for a fraction of a second: I'd see what happened to this one, if I had to chase it. It drew steadily closer, until perhaps a mile away, when suddenly it vanished. Then it reappeared, close to where it had vanished: I watched with angry intentness. It drew closer, and I could see the dull gleam of light on its nose and back. It came on, but instead of increasing in size, it diminished as it approached. When quite near it suddenly became its own ghost—one second I could see through it, and the next it had vanished. I decided that it could only be a diminutive cloud, perfectly shaped like an airship and then dissolving, but it was uncanny that it should exactly resume the same shape after it had once vanished. I turned towards the flashes, but those too, had vanished. All this was many years before anyone spoke of flying saucers. Whatever it was I saw, it seems to have been very much like what people have since claimed to be flying saucers."

From *The Lonely Sea and the Sky*, by Francis Chichester. (Year of sighting, 1931)

LUTON REVISITED

IN the World Round-Up feature in this issue there is a brief reference to this series of events. When the Air Ministry had given its "planet Venus" explanation it was asked how it reconciled this explanation with the evidence. The reply was that the newspapers had condensed the explanations so that it was made to look ridiculous. The FLYING SAUCER REVIEW replied that the *Evening Standard* had also condensed the full reports and had they been printed in full, the explanation would have looked even more ridiculous. Accordingly, we reprint the following report taken from the Luton *Saturday Telegraph* of May 9:

"A strange unearthly flying object was seen in the sky to the north of Luton late on Thursday night (April 9). It looked, said one eye-witness, like a lamp in the sky, sometimes hovering and sometimes moving.

"At least three people saw the object, and one man said that he was able to watch it for an hour and a quarter before it gently glided away. None of the eye-witnesses interviewed could say how high the mystery object was. It was either fairly small and fairly low or large and high. But three men who saw it all agreed that the object could definitely fly under its own power.

"Taxi driver Mr. John Hodges, aged 28, of 62 Turners Road, Luton, first saw the object in the sky at about 10.30 p.m., soon after he had turned round to return to Luton after taking a fare to Silsoe.

" 'I suddenly saw a strange light in the sky,' he said. 'It seemed to be quite large, like a headlamp of a car. The light faded and then came on again. As I watched, I realised that this effect had been caused by the object swivelling round in the sky—I could see beams of light radiating out from it.

" 'It definitely was not a star, it was much too big. And it could not have been a satellite in orbit, because for a long time it remained perfectly motionless in the sky. It was hovering somewhere above Barton, and I set off for Luton to find someone else to confirm that the object really was there, and that I was not seeing things. It was a weird and unearthly sight.'

"As Mr. Hodges drove towards Luton, he saw another taxi driver in Barton, Mr. Jack Foreman, and stopped him and asked him to look at the object.

"Mr. Foreman, of 114 Hayhurst Road, Luton, looked, and said later, 'It was definitely something out of the ordinary. I used to be in the R.A.F. and this thing in the sky was definitely not an aircraft.'

"Mr. Hodges and Mr. Foreman returned to their cab rank at Luton railway station, and there they found another man who had noticed the object.

"Mr. William Hughes, of 20 Abbey Drive, Luton, had seen it from the footbridge over Station Road. He joined Mr. Foreman and Mr. Hodges in watching the sky from there.

" 'As we watched,' said Mr. Hughes, 'the thing began to move, just as if it were a pendulum, with a gentle swinging motion. We watched it until about 15 minutes before midnight, and then it glided away and dropped from site below the horizon to the north of Luton.'

"Half an hour later, a *Saturday Telegraph* reporter heard of the mystery object and drove with Mr. Hodges to Pulloxhill to see if it was still visible. It was not.

"But three perfectly normal men, none of whom had touched so much as half a pint of light ale, had seen it. They were not prepared to insist that they had seen a vehicle from another planet. But they still don't know what it was they saw.

"The Air Ministry was not able to explain the flying object. At first, a spokesman suggested that it might be a weather balloon with lights on. Later he had second thoughts and said that perhaps the men had seen the planet Venus. 'I know people will laugh at that suggestion, but it does sometimes move in an extraordinary manner,' he added.

"He thought that the strange light might have been caused by a searchlight beam being directed into the sky to check cloudbase. 'I'm not saying definitely that that is what was seen,' he said. 'It is only a suggestion of what it might have been.' "

Perhaps because of the campaign of enlightenment which this REVIEW and its readers have been conducting with the Air Ministry, a note of caution is beginning to creep into its otherwise more lunatic pronoucements. The Air Ministry spokesman, it will be noted remarked: "I know people will laugh at that suggestion (the planet Venus)". For the first time the Air Ministry has told the truth: it has become a laughing stock. It is to be hoped that this is the beginning of wisdom.

What was the truth about Project Magnet?

MR. WILFRID DANIELS has been carrying out investigations into the Canadian Project Magnet headed by the late Wilbert B. Smith. Many UFO researchers have believed that this Project was in some way a Canadian Government sponsored activity and books and periodicals devoted to flying saucers, including the FLYING SAUCER REVIEW, have assumed that this was so. The information, as far as Mr. Daniels can discover, must have stemmed from a Canadian Encyclopaedia after Mr. Wilbert Smith's death or from him direct during his lifetime.

Mr. Daniels, on April 29, 1964, received from the Canadian Government's Department of Transport in Ottawa the following reply to his enquiry. The letter is signed on behalf of Mr. F. G. Nixon, Director, Telecommunications and Electronics Branch. The letter reads as follows:

"Your letter of April 2 requesting clarification of whether the Department of Transport investigated unidentified flying objects between 1950 and 1954 and whether Mr. W. B. Smith was in charge of such an investigation has been referred to this Branch for attention.

"In reply to your question we would reiterate that at no time has this Department carried out research in the field of unidentified flying objects. As stated by Mr. Dupuis in Hansard on December 4, 1963, a small programme of investigation in the field of geo-magnetics was carried out by the Telecommunications Division of this Department between 1950 and 1954. This minor investigation was for the purpose of studying magnetic phenomena, particularly those phenomena resulting from unusual boundary conditions in the basic electromagnetic theory.

"Mr. Smith operated this small program of investigation in the field of geo-magnetics; but he also had a personal interest in this matter and he was permitted to use, in his spare time, the specialized equipment employed for the investigation during periods when it was not required by the Department. This personal project was at no expense to the Department, nor did it have any Departmental sponsorship, it was merely a private effort on the part of Mr. Smith.

"We trust the foregoing will clarify any misunderstanding about the activities of this Department in the field of unidentified flying objects."

The policy of the FLYING SAUCER REVIEW has always been to publish the truth as it sees it, but is often deeply suspicious of most Government statements on the subject of UFOs. We ask our Canadian readers if they can throw any further light on this mystery.

Please tell your friends . . .

. . . about FLYING SAUCER REVIEW. Until the subject becomes more orthodox it is only by word of mouth recommendation that we can hope to maintain and to increase our circulation.

GHOST ROCKETS: A moment of history

by Jacques Vallée

ON Friday, April 24, 1964, the alleged landing of a flying saucer in Socorro, New Mexico, shows that the UFO phenomenon is still with us. The Socorro incident was no hoax and no weather balloon: the witness, a policeman, has been known for 16 years by scientists at the University of New Mexico, and has favourably impressed the special consultants of the Air Force immediately sent to investigate. This is another sighting added to many thousands: but this continuous accumulation of incidents shows that we are faced with a phenomenon of a formidable sociological impact.

Yet, no survey of this phenomenon has been made by historians or sociologists. No complete documentation is available, and only very few scientists have had an opportunity to see the really meaningful reports: the majority of them have been discouraged by the "sensational" interpretation of the facts presented in the newspapers, and by the number of obvious misinterpretations and hoaxes, among which the true nature of the phenomenon seems to be very difficult to find. These intelligent reports, however, do exist: about 10 to 40 per cent of the 8,000 American sightings kept up-to-date in Dayton by the Air Technical Intelligence Centre are, if not always inexplicable, yet truly intriguing, to say the least. It is the opinion of this writer that their accumulation constitutes a true phenomenon in itself, well worth a detailed and extensive scientific study.

A detailed analysis

Everyone seems to consider the famous sighting by Kenneth Arnold over Mount Rainier in June 1947 as marking the beginning of the UFO legend. But a more detailed analysis shows that reality is very much different. The point remains to be decided whether or not UFOs were seen, or imagined, during preceeding centuries, the Middle Ages or even in Biblical and legendary times. Their modern epic seems to have started some time during the war, with numerous pilots reporting strange lights, apparently under intelligent control. But the first great peak of sightings took place after the war, one year before the Mount Rainier incident and the 1947 wave in the United States. This first wave reached its maximum by mid-July 1946, and affected the Northern regions of Europe. The object of this article is to help clarify the incidents of that period, from reports in the French Press, and kindly communicated by the active French researcher Aimé Michel.

The first account we have been able to find comes from the newspaper *Resistance* of July 19, 1946. The article said:

"During the last few months the populations of the Southern part of Sweden, and those of the Northern part, have been somewhat disturbed: from time to time, especially at night, bright meteors, travelling at fantastic speeds, cross their skies. Within fractions of seconds, these bolides appear and disappear, vanishing into the deepness of space with an infernal roaring . . ."

This first description evokes immediately the idea of ordinary meteors, misinterpreted by people still very much under the stress of a terrible war. But *L'Aurore* of July 27 gives more precise details:

"More than five-hundred rocket-propelled projectiles are said to have been seen over Sweden since the beginning of July. According to some sources, the projectiles that streak across the Swedish sky look like jet planes, but make less noise than usual aircraft. Others describe them as like 'sea-gulls without heads'. On the map, the projectiles do not show uniform trajectories. They go towards the west as well as the south and so leads to the idea that they are guided by remote control of some sort. It has been impossible to get hold of any of these 'V-1s': all of them have fallen into the lakes."

A complex situation

We are already far from the meteor explanation: the objects are interpreted by the witnesses as material and as products of human technology. The reference to the German V weapons is very indicative of the psychology prevailing in Europe at that time: we will see that at no time during the whole "wave" will the hypothesis of the extra-terrestrial origin of the objects be made by the witnesses or by the newspapers. It seemed evident to everybody that the observed objects were a new type of aircraft or rocket. It is interesting to remember that this opinion was also the official reaction of scientists in the United States in the period 1947–1950; however, the situation will soon

become more complicated. We read in *L'Etoile*, August 8:

"In an official statement made public on August 6 in Stockholm, General Nils Ahlgren, Chief of the Swedish Air Defence, has announced that some of the objects have been seen at low altitude, that more than three hundred have been reported between July 9 and July 12, that they manoeuvered in half-circles and appeared to come from the South most of the time. One of the objects is said to have fallen into Lake Oeverkalix, in Northern Sweden."

In *Le Monde*, August 9:

"Lieutenant Lennart Nackman, of the Swedish Air Defence, has seen one of the objects as a sphere of fire surrounded by flames of a light yellow. The object was flying at an altitude of about 1,000 metres and its speed, despite the height, yet allowed the eye to follow its course. According to experts, the meteoric hypothesis is absolutely rejected. Thousands of letters reporting the objects have arrived from all over Sweden."

In *Liberation-Soir*, same day:

"They generally arrive from the South and do not follow a straight trajectory. Some of them change direction, either slowly or abruptly. The longest trajectory recorded by Swedish observers is 1,000 kilometres long, which is three times the range of the German V-rockets. Many of them come from the South, follow the Baltic coast, then curve their path towards Northern Russia."

Etoile-Soir, August 14:

"The mystery deepens since it has been impossible to find fragments of the rocket-shells recently reported. It has been officially announced in Marieham, capital of the Aaland Islands, midway from Sweden and Finland, that luminous phenomena have been observed there on Sunday night, for the first time."

The same day, in *Paris-Presse*:

"Everyone speaks about it in Stockholm: in the streets, in the restaurants and at home, the only discussion is about the luminous bombs which fly mysteriously over Sweden at low altitude. Popular imagination is stricken. Fantastic descriptions of the phenomenon are circulating. Between July 19 and July 30, three hundred reports have been submitted to military authorities. Others still arrive every day."

Does not that sound familiar? The meteors of the first days have become "flying bombs" or "luminous spheres" flying at low altitude, able to change direction, leaving no fragment and exciting popular imaginations. Their range is fantastic, compared with the technological state of development of the time. Still the idea of war is so present and so strong that all descriptions are made in terms of destructive technology: bombs, shells, rockets. The terminology, however, will slowly change.

La Depeche de Paris, August 17:

"Copenhagen, August 16: According to the Danish Press, a new rocket has been seen last night by numerous witnesses over Copenhagen."

Le Figaro:

"London, August 16: a rocket-projectile has exploded over the island of Malmoe. A large number of glass windows have been broken."

The day before, the newspaper *Le Monde* had described a similar phenomenon over Finland:

"Helsinki has announced that a flying bomb had exploded on Tuesday afternoon over the city of Tammersfors, in western Finland. Witnesses heard a loud explosion, then saw a cloud of smoke in the centre of which appeared a luminous phenomenon. Another rocket has been seen over Helsinki on Tuesday night."

Liberation Soir, August 28:

"The Swedish military authority continues to receive numerous reports about the mysterious projectiles which fly over the country. The following facts have been found: 1. There are two kinds of projectiles, those which have a level flight at 800 kilometres per hour with a bright light in the rear, and those which fall vertically from a greater height with a superior speed (. . .) 2. None of these projectiles has exploded on the ground. No one has been wounded and no damage has been caused. some of the projectiles may have exploded in the air, but no fragment has been found."

After this date, the situation becomes more confusing, because of the obvious futility of the explanations officially used (flying bombs, projectiles, rockets) but the facts become more like what we have observed in recent years, i.e., a phenomenon involving objects apparently material, commonly interpreted by the witnesses as a new type of aircraft, yet displaying manoeuvers in contradiction to the technology of the time. An important fact, in our opinion, is the report of *landings* as can be seen from the following account:

Epoque, August 28:

"Some of the objects are said to change their direction of flight after landing, when they go back towards their place of origin, according to the results of an investigation made by the correspondent of the *Daily Telegraph* in Stockholm."

Another important fact is the extension of the "wave" to other regions of the world:

Epoque, August 29:

"Other objects have been reported from Switzerland and, a few days ago, from Waterford, Ireland. The objects seen in Sweden left a trail of fire similar to the tail of a comet. Others, on the

contrary, have a light in front. The American General James Doolittle has just arrived in Stockholm, officially on a business trip for the Shell Company. In reality he is to conduct an investigation along with the Swedish authorities."

L'Aurore, September 4: the article reports that these "extraordinary craft" have been seen more and more frequently over Sweden, Belgium and even France. But more complete information is to be found in *Le Figaro* of September 5:

"More than 2,000 ghost-rockets have been reported during the past few months over Sweden. Our English contemporary, the *Daily Mail*, has instructed its reporter, Alexander Clifford, to conduct an investigation on the subject. We reproduce here the more important part of his conclusions: According to a message from Stockholm sent by the English reporter, scientists are puzzled by the phenomena: in some circles they are attributed to mass-hallucination. Others think they are due only to meteors or luminous balloons used in meteorological experiments. They are a subject of jokes on the music-hall stage, but the Swedish and Danish military staff are taking the matter seriously and have opened an information . . .

Mr. Clifford reports that a fairly large number of the 2,000 luminous balloons have been seen by reliable witnesses. These are, he says, the facts on which almost all of them agree:

1 The projectiles are in the shape of cigars.
2 Flames are projected out of their tail. The colour is orange but some people have said they were green.
3 They travel at an altitude of 300 to 1,000 metres.
4 Their speed is about that of an airplane. Some say a rather slow airplane . . .
5 They do not make any noise, except a slight whistling.

"Nobody has mentioned wings, but some have said they saw fins. And this is where Science comes in to say that the thing is impossible: no wingless projectile could fly so slowly, especially in silence. Mr. Clifford mentions that, during a certain period, these flying bombs seemed to travel from south-east to north-west, but the first ones have been reported in May last from the extreme north of Scandinavia and, generally speaking, their lines of travel have slowly shifted towards the South. The more recent of them have been observed over Denmark. The strange thing is that no physical evidence has been found. Where explosions have taken place, researches, and excavations have been made, but nothing has been found."

The strange phenomenon of the UFOs, so puzzling to the scientific mind, had thus scared the populations of Northern Europe long before the famous reports of 1947 by American military and civilian pilots. And who knows what the future will bring?

SOUTHEND-ROVIGO LINE

by P. K. Haythornthwaite

One of Aimé Michel's straight lines involved an English sighting at Southend (October 15, 1954). This article gives details for its extension.

Longitude East (Degrees)	*E*	*Latitude North*	*W*	*Longitude West (Degrees)*
0	+	51° 56′	—	180
10	+	46° 15′	—	170
20	+	38° 9′	—	160
30	+	26° 29′	—	150
40	+	11° 15′	—	140
50	—	4° 48′	+	130
60	—	22° 8′	+	120
70	—	35° 2′	+	110
80	—	44° 6′	+	100
90	—	50° 25′	+	90
100	—	54° 43′	+	80
110	—	57° 34′	+	70
120	—	59° 19′	+	60
130	—	60° 13′	+	50
140	—	60° 19′	+	40
150	—	59° 41′	+	30
160	—	58° 10′	+	20
170	—	55° 44′	+	10
180	—	51° 56′	+	0

This great circle cuts the equator at Longitude 46° 32′ E., and its plane makes an angle of 60° 33′ with the equatoral plane.

BAVIC (the Bayonne-Vichy line of September 24, 1954) cuts the equator at Longitude 42° 5′ W., and its plane makes an angle at 55° 33′ with the equatoral plane.

The two circles cut the equator $88\frac{1}{2}$° apart—i.e., very nearly a right-angle. The slopes of the circles do not bear any very obvious relation with each other, or the earth's axis, etc. However, it is interesting to note that the plane of our Galaxy (the Milky Way) cuts the equator at an angle of 62°.

Books of interest to
Students of
Flying Saucers

FLYING SAUCERS AND THE STRAIGHT LINE MYSTERY

by Aimé Michel
with an introduction by
General L. M. Chassin

30s

THE RIDDLE OF THE FLYING SAUCERS:
Is another world watching?

by Gerald Heard

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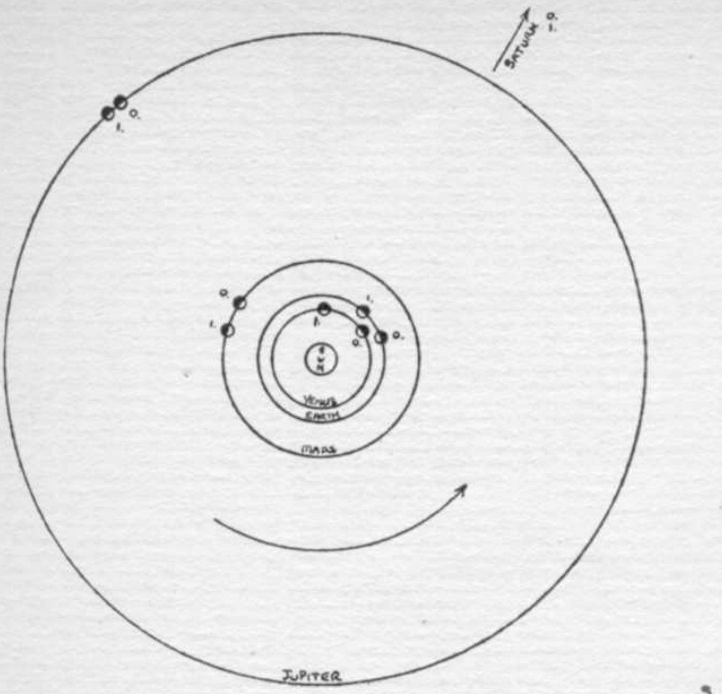

Fig. 1.

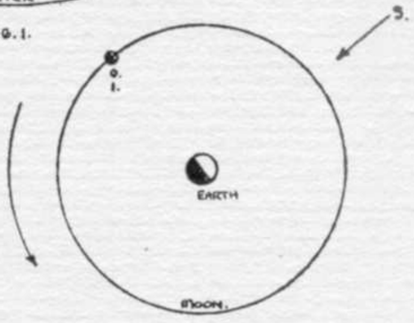

Fig. 2.

Figs. 1 and 2:

1. The Moon and Planets for mid-July 1964.

2. The Moon and Planets for mid-August 1964.

N.B.

Venus reaches Greatest Elongation West on August 29; this is to say that Venus has moved out to its farthest point from the Sun's Western limb. It is at this time, as it was for the Eastern Elongation, that Venus theoretically is at half phase.

On July 26 Venus will again be at Greatest Brilliancy, and will be very bright in the sky; except that this time Venus will be shining in the morning sky.

Opposition of Saturn will occur on August 24: for explanation see issue for July-August, 1963.

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